

Appendix A Initial Study/Notice of Preparation and Comments on the IS/NOP

ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 2008-008

1. PROJECT TITLE: Beach-Edinger Corridor Specific Plan and Joint Program/Project EIR
2. LEAD AGENCY: City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648

Contact: Rosemary Medel
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3. PROJECT LOCATION: The proposed Specific Plan area extends along Beach Boulevard from the boundary of the Coastal Zone in the south, specifically the southeast corner of Atlanta Avenue, including the commercial portions of the Seabridge Specific Plan (SP 3) and the Pacifica Community Specific Plan (SP2), and through and including Beach Boulevard's intersection with Edinger Avenue within City boundaries. The Specific Plan area then extends westward along Edinger Avenue to Goldenwest Street which includes the southwest, southeast, and northwest commercial corners at the intersection, in the northern portion of the City of Huntington Beach in western Orange County, California. (Refer to *Figure 1*). The total acreage of the Specific Plan area would be approximately 459 acres. Because future development along the Specific Plan area is envisioned differently along different portions of the corridor, the Specific Plan area has been divided into the following five general areas or segments and their environs as described below. Within the five larger areas are smaller center or district designations that will define uses.

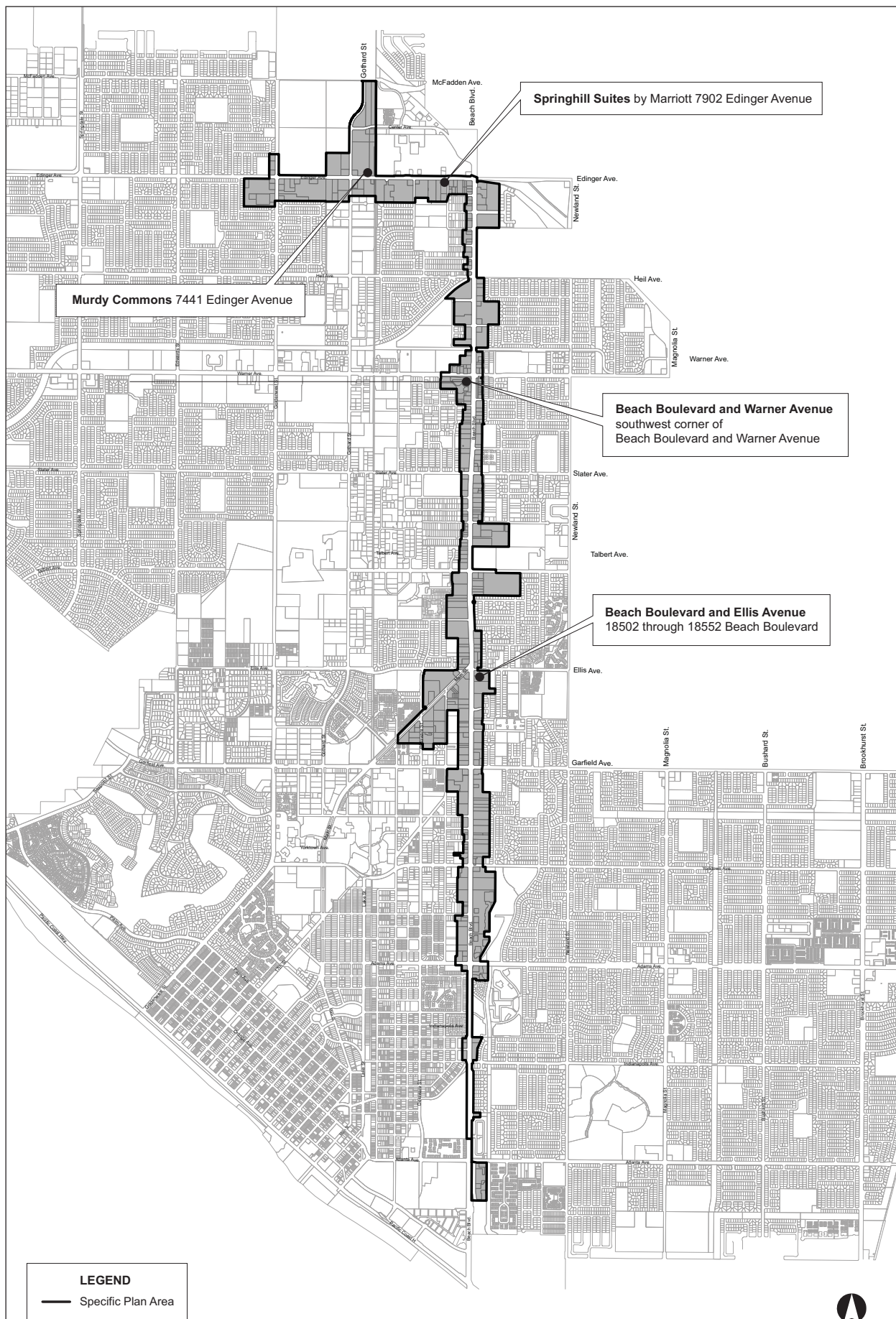
- **Residential Parkway** (*Beach Boulevard, between Adams south to the Specific Plan boundary*): Infill and replacement development would consist primarily of mixed-use development which would include low- and medium-density residential and retail uses
 - **Residential Parkway Neighborhood Center** (*Shopping Center on southeast corner of Beach Boulevard and Atlanta Avenue*): Infill development would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Neighborhood Parkway** (*Beach Boulevard, between Five Points and Adams Avenue*): Infill and replacement development would include residential and retail uses.
 - **Neighborhood Parkway Neighborhood Center** (*The eastside of Beach Boulevard between Adams Avenue and Yorktown Avenue, and the southwest corner of Beach Boulevard and Garfield Avenue*): Infill development within the two designated neighborhood centers would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Five Points District** (*All corners of Beach Boulevard and Ellis Avenue/Main Street (Five Points), extending south of Ellis Avenue to Delaware street and west to Club Lane along both sides of Main Street*): Infill development along

this segment would consist of mixed-use development, including residential, office and retail. One of the specific development projects to be analyzed in the EIR is located within this area.

- **Five Points Core** (*South of Ellis Avenue, east of Delaware Street, north of Main Street and west of Beach Boulevard*): Infill development would consist of mixed-use development, including residential, retail and office uses.
- **Neighborhood Boulevard** (*Beach Boulevard, between Warner Avenue and Five Points*): Development along this segment would allow mixed use, with an emphasis on commercial and medical offices. One of the specific development projects to be analyzed in the EIR is located within this segment.
 - **Neighborhood Center** (*Various locations within the Neighborhood Boulevard segment would be designated for Neighborhood Centers along Beach Boulevard*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.
- **Town Center Boulevard**
 - **Town Center Boulevard on Beach** (*Beach Boulevard between Warner Avenue and Edinger Avenue*): Development along this segment would consist of mixed-use development, including residential and retail uses.
 - **Town Center Boulevard on Edinger** (*Edinger Avenue between Beach Boulevard and the southwest, southeast, and northwest corners of Goldenwest; includes development north of Corridor*): Development along this segment would be similar to the overall vision of the Town Center Boulevard for Beach Boulevard. Bella Terra Mall, which is included in an existing Specific Plan, and Goldenwest College would not be included in the proposed Specific Plan Area. Two specific projects to be analyzed in the EIR are to be developed in this area. New development would consist of commercial uses at ground level, and upper level residential, office or hotel uses. Development, which does not front Edinger, would expand on existing patterns of development. An environ of the Town Center Boulevard on Edinger Avenue would consist of the following:
 - **Town Center Neighborhood** (*Properties west of Union Pacific Railroad right-of-way and east of Gothard Street, extending north to McFadden*): Infill development would consist primarily of residential, with some commercial uses.

The proposed project also includes the following proposed specific developments (refer to *Figure 1*). This EIR will analyze the potential impacts of these four specific projects located within the Specific Plan area boundaries. These developments and their locations are as follows:

- 1) **Springhill Suites by Marriott** is located at 7902 Edinger on the southeast corner of Edinger Avenue and Parkside Lane in the Town Center Boulevard district. The project site is bounded by Edinger Avenue to the north, Parkside Lane to the west, and Aldrich Avenue to the south. To the east of the project site are several commercial developments bounded to the east by Beach Boulevard. (APN 142-081-06, 142-081-11, and 142-081-10)
- 2) **Murdy Commons** is located at 7441 Edinger Avenue on the northeast corner of Edinger Avenue and Gothard Street in the Town Center Neighborhood area. The project site is bounded by Edinger Avenue to the south, Gothard Street to the west, the proposed The Ripcurl Mixed-Use Development to the north, and the Union Pacific Railroad right-of-way and the proposed The Village at Bella Terra to the east. (APN 142-074-04 and 142-074-05)



- 3) **Beach Boulevard and Warner Avenue** development is located on the southwest corner of Beach Boulevard and Warner Avenue on an L-shaped parcel in the Neighborhood Center of the Town Center Boulevard district. The project site is bounded to the north by Warner Avenue, to the east by Beach Boulevard, to the south by Cypress Avenue and Sycamore Avenue, and to the west by Elm Street and Ash Street. (APN 165-364-19, 165-364-03, 165-364-24 and 165-364-25)
- 4) **Beach Boulevard and Ellis Avenue** development located at 18502 through 18552 Beach Boulevard, on the southeast corner of Beach Boulevard and Ellis Avenue in the Five Points district. The project site is bounded by Beach Boulevard to the west, Ellis Avenue to the north, commercial uses to the south, and multi-family residential uses to the east. (APN 157-471-04 and 157-471-05)

4. SPECIFIC PLAN PROPONENT: City of Huntington Beach; Contact Person: Rosemary Medel, Associate Planner; Phone: (714)536-5271

Springhill Suites Project Proponent: Oto Development

Murdy Commons Project Proponent: Freeway Industrial Park

Beach Boulevard/Warner Avenue Project Proponent: Decron Properties

Beach Boulevard/Ellis Avenue Project Proponent: Progressive Real Estate

5. GENERAL PLAN DESIGNATION: The Specific Plan area includes various existing General plan Designations, including Commercial General, Commercial Neighborhood, Commercial Office, Commercial Regional, Industrial, Mixed Use, Mixed-Use Vertical, Public, Residential Low Density, Residential Medium Density, Residential Medium-High-Density and Right-of-Way.

As part of the proposed project the General Plan designation for properties included in the Specific Plan would be changed to Mixed-Use (M-sp), denoting that development is governed by a Specific Plan.

6. ZONING: The Specific Plan area has several existing Zoning Designations, including Commercial General, Commercial Office, Industrial General, Industrial Limited, Residential Low Density, Residential Medium Density, Residential Medium-High Density, Right-of-Way, and Specific Plan

The specific proposed developments existing Zoning Designations are as follows:

- 1) Springhill Suites: CG
- 2) Murdy Commons: CG
- 3) Beach Boulevard and Warner Avenue: CG-H
- 4) Beach Boulevard and Ellis Avenue: CG

The proposed Specific Plan would replace existing Zoning designations for the Specific Plan area.

7. PROJECT DESCRIPTION: The proposed project consists of a Specific Plan for development of the Beach Boulevard and Edinger Avenue Corridors. Beach Boulevard, designated State Route 39, is a principal arterial street (City of Huntington Beach General Plan) and is the main path of travel through Huntington Beach from Interstate-405 (I-405) to the beach, a distance of approximately six miles. Beach Boulevard continues north of the City, traveling through the cities of Westminster, Stanton, Buena Park, Anaheim, and terminates in La Habra, approximately 20 miles in total.

Beach Boulevard supports numerous commercial, retail, institutional, residential, and other income-generating uses for the City and, in that regard, is a primary economic engine for the City. Some of the key income-generating uses include the Beach Boulevard of Cars, Bella Terra Regional Shopping Mall (which is currently being expanded to include its second phase of development), 5-Points Shopping Center, Wal-Mart, and the Hyatt Regency Resort and Spa.

Edinger Avenue, which intersects Beach Boulevard near the I-405, is a major east-west arterial. It is designated as a major arterial street according to the City's General Plan. The primary land uses along Edinger Avenue include the Bella Terra Regional Shopping Mall, various commercial "strip centers" and Goldenwest Community College.

The proposed Specific Plan area extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street.

Although new development along Beach Boulevard and Edinger Avenue has remained consistent with the City's General Plan and Zoning Code, development in the Specific Plan area has not realized an integrated vision. When the City updated its General Plan in 1996, there was discussion regarding mixed uses at key nodes along Beach Boulevard. Although this concept did not materialize, there has been renewed interest in these concepts, as well as enhancing the pedestrian experience by focusing on various design solutions.

The Specific Plan is intended to implement a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. The configuration of new public and private investment along the corridor has been determined by a planning process involving City officials, citizens, stakeholders, and City staff. Specifications to guide land use and development intensity, site layout, building design, site landscaping, and signage will be detailed in the Specific Plan. Land use and development standards will be drafted to replace pre-existing zoning regulations and to assist the community to more effectively attract investment and improve the evolving image and identity of the City in these areas.

The proposed Specific Plan area has been divided into five general areas or segments, as noted, above. The overall vision for the Specific Plan area is to develop primarily residential and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to commercial and retail uses in the middle segment of Beach Boulevard, then to a more dense "town center" adjacent to and at the intersection of Beach Boulevard and Edinger Avenue, and extending along Edinger Avenue. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the Study area, developing a town center concept at the major intersection of Beach Boulevard and Edinger Avenue. The following describe these geographic transition areas:

- **Residential Parkway** (*Beach Boulevard, between Adams south to the Specific Plan boundary*): Infill and replacement development would consist primarily of mixed-use development which would include low- and medium-density residential and retail uses
 - **Residential Parkway Neighborhood Center** (*Shopping Center on southeast corner of Beach Boulevard and Atlanta Avenue*): Infill development would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Neighborhood Parkway** (*Beach Boulevard, between Five Points and Adams Avenue*): Infill and replacement development would include residential and retail uses.
 - **Neighborhood Parkway Neighborhood Center** (*The eastside of Beach Boulevard between Adams Avenue and Yorktown Avenue, and the southwest corner of Beach Boulevard and Garfield*)

Avenue): Infill development within the two designated neighborhood centers would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.

- **Five Points District** (*All corners of Beach Boulevard and Ellis Avenue/Main Street (Five Points), extending south of Ellis Avenue to Delaware street and west to Club Lane along both sides of Main Street*): Infill development along this segment would consist of mixed-use development, including residential, office and retail. One of the specific development projects to be analyzed in the EIR is located within this area.
 - **Five Points Core** (*South of Ellis Avenue, east of Delaware Street, north of Main Street and west of Beach Boulevard*): Infill development would consist of mixed-use development, including residential, retail and office uses.
- **Neighborhood Boulevard** (*Beach Boulevard, between Warner Avenue and Five Points*): Development along this segment would allow mixed use, with an emphasis on commercial and medical offices. One of the specific development projects to be analyzed in the EIR is located within this segment.
 - **Neighborhood Center** (*Various locations within the Neighborhood Boulevard segment would be designated for Neighborhood Centers along Beach Boulevard*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.
- **Town Center Boulevard**
 - **Town Center Boulevard on Beach** (*Beach Boulevard between Warner Avenue and Edinger Avenue*): Development along this segment would consist of mixed-use development, including residential and retail uses.
 - **Town Center Boulevard on Edinger** (*Edinger Avenue between Beach Boulevard and the southwest, southeast, and northwest corners of Goldenwest; includes development north of Corridor*): Development along this segment would be similar to the overall vision of the Town Center Boulevard for Beach Boulevard. Bella Terra Mall, which is included in an existing Specific Plan, and Goldenwest College would not be included in the proposed Specific Plan Area. Two specific projects to be analyzed in the EIR are to be developed in this area. New development would consist of commercial uses at ground level, and upper level residential, office or hotel uses. Development, which does not front Edinger, would expand on existing patterns of development. An environ of the Town Center Boulevard on Edinger Avenue would consist of the following:
 - **Town Center Neighborhood** (*Properties west of Union Pacific Railroad right-of-way and east of Gothard Street, extending north to McFadden*): Infill development would consist primarily of residential, with some commercial uses.

In all cases, existing uses would be allowed to remain and expand, regardless of the vision of the Corridor Study.

The proposed land use changes and increase in development intensity would result in a substantial amount of growth focused within each of the above-mentioned areas. Growth within each segment would be consistent with the vision of the Corridor Study. Overall, expected development in the Specific Plan area would result in the addition of up to 6,400 new dwelling units (du), 739,000 square feet (sf) of retail uses, 350 hotel rooms, and 112,000 sf of office uses. Depending on the results of the comprehensive traffic analysis, the potential exists for Ellis to be closed at Main Street, with traffic rerouted to Delaware and then north to Ellis.

Growth in the short term would occur primarily within the Town Center Boulevard area, and considerable new development is in the early planning stages. Two development projects within the Town Center Boulevard area will be analyzed in the EIR. A third project is in the Neighborhood Boulevard area; the fourth

development analyzed in the EIR is within the Five Point area of the Specific Plan. The four specific developments proposed are as follows:

1) Springhill Suites by Marriott

The Springhill Suites by Marriott (Springhill Suites) project would consist of a 144-room, 83,485-sf, five-story hotel on a 99,869-sf lot on the southeast corner of Edinger Avenue and Parkside Lane, in the Town Center Boulevard district of the Specific Plan. Recreational facilities would include a pool and exercise room. The project would also include two large meeting rooms, a business library, and a large patio. Landscaping would surround the exterior of the structure and the surrounding parking lot.

The project would include a surface parking lot, which would accommodate 144 parking stalls, four of which would be constructed to *American Disability Act* (ADA) standards. A 7-foot dedication from the existing property line along Edinger and a 5-foot dedication from Parkside and Aldrich would be granted to the City. It is assumed that the dedicated land would be used to widen existing sidewalks surrounding the project site.

Access to the hotel would be available from adjacent streets Parkside and Aldrich; drive-through access would also be available from the adjacent property to the east of the project site located off Edinger. The access driveway from Parkside would be 30 feet wide, access from Aldrich would be 28 feet wide, and drive-through access from the adjacent lot would be 28 feet wide.

2) Murdy Commons

The Murdy Commons project would consist of a mixed-use residential, live-work, and commercial development on a 12.5-acre site on the northeast corner of Edinger Avenue and Gothard Street in the Town Center Neighborhood of the Specific Plan. Six residential and/or mixed-use blocks totaling 1,165,750 sf would surround a 0.75-acre private park (Commons). A network of new private streets and sidewalks from multiple access points along Edinger and Gothard would provide access to the Murdy Commons. The commons would be encircled by a one-way loop road, sidewalks, and landscaping.

The residential component of the Murdy Commons would consist of four to five levels of two- and three-bedroom condominiums and apartments above street-level live-work units (two rooms), retail uses, and surface and subterranean parking. The project would include 2,607 new parking stalls. Each block would feature a podium level that would include private recreation areas. The project proposes 1,268 dwelling units (du), for an overall project density of 101 du per acre.

The commercial component of the Murdy Commons project would consist of up to 60,000 sf of ground floor retail on Block 1 and Block 2 along Edinger and along a portion of Gothard. The commercial uses would provide neighborhood retail and services, with a focus on specialty goods stores, banking, restaurants, and café spaces.

3) Beach Boulevard and Warner Avenue

This proposed project consists of a sustainable mixed-use development in the Neighborhood Boulevard district of the Specific Plan. The project site consists of four parcels of land on the southwest corner of Beach and Warner. Currently the project site is developed with a variety of retail and office uses, including several restaurants, a fitness center, movie theatre, a 15-story office building, six-story parking structure, and an undeveloped parcel on the corner of Cypress and Elm. Six of the existing structures on the project site would remain and the remainder of the project site would be redeveloped.

The Beach Mixed-Use project (development along Beach) would consist of 15,600 sf of retail uses, 5,000 sf of restaurant uses, and 5,400 sf of common area. Additionally, the residential component of the project would consist of 114 one-bedroom and studio apartments, 62 two-bedroom units, and 19

two-story, two-bedroom townhouses. The proposed project would result in a total of 195 units and 214,406 sf of residential uses. Buildings fronting Beach would not exceed five stories (60–65 feet in height) and buildings fronting Elm would be two to three stories (25–35 feet in height). The Beach Mixed-Use project would result in total development of 240,406 sf of commercial and residential uses and 378 parking spaces.

The Warner Mixed-Use project (development along Warner) would consist of 3,000 sf of retail uses, 1,000 sf of restaurant uses, and 1,600 sf of common area. Additionally, the residential component of the proposed project would consist of 41 one-bedroom and studio apartments and 36 two-bedroom apartments, for a total of 83,444 sf of residential uses. The Warner Mixed-Use project would result in a total development of 89,044 sf of commercial and residential uses and 129 parking spaces.

The development on the corner of Beach and Warner would result in a proposed 11,000-sf retail pad in addition to the existing 13,414 sf of retail, 12,322 sf of restaurants, and 196,000 sf offices (existing structure). This component of the proposed project would consist of 232,736 sf of commercial and office uses and 883 parking spaces.

4) Beach Boulevard and Ellis Avenue

The proposed project would result in a six-story mixed-use development consisting of commercial and residential uses on a 2.6-acre (113,256 sf) parcel in the Five Points area of the Specific Plan. The commercial component, totaling 71,000 sf, would include retail uses at street level, and a two-level health club located on the second and third level. Levels four through six would include approximately 120 residential units and a rooftop deck with a pool and landscaping.

Retail parking would be located in an adjoining three-level parking structure that would include a total of 469 parking stalls, 167 stalls on street level, 113 stalls on level two, and 189 stalls on level three. The subterranean parking structure would contain 120 residential parking spaces. All parking would be accessible from driveways on Beach and Ellis.

Another possible development scenario could result in 40,000 sf of retail uses on the ground floor with 100 surface parking spaces. Additionally, there would be a 7,000 sf restaurant uses and 7,000 sf of medical offices, for a total of 54,000 sf of Commercial uses on the second floor. Under this scenario, the number of residential units would be determined according to the building's parking ratio. In either case, it shall be a six-story mixed-use development.

8. CURRENT AND PAST USES: Beach Boulevard currently supports numerous commercial, retail, institutional, residential, and other income-generating uses for the City. Some of the key income-generating uses include the Beach Boulevard of Cars, Bella Terra Regional Shopping Mall (which is being expanded to include its second phase of development), 5-Points Shopping Center, Wal-Mart, and the Hyatt Regency Resort and Spa. The primary land uses along Edinger Avenue include the Bella Terra Regional Shopping Mall, various commercial “strip centers” and Goldenwest Community College. Residential uses along the Corridor Study are contained primarily south of Adams Avenue.

Springhill Suites by Marriott Site

The northern portion of the project site bounded by Edinger Avenue is currently occupied by Big O Tires. The southern and eastern portion of the project site is undeveloped land.

Beach Boulevard and Ellis Avenue Site

The proposed project site is currently occupied by the Town and Country Plaza, which includes a dental office, dry cleaner, bar/lounge, and other retail uses, on an L-shaped parcel in the east and south portion of

the parcel. The portion of the project site on the immediate corner of Beach Boulevard and Ellis Avenue is currently occupied by a Shell Gas Station.

Murdy Commons Site

The project site is currently occupied by the Levitz Furniture store which has been vacant since January 2008 and an E-Z Lube situated on the immediate corner of Edinger Avenue and Gothard.

Beach Boulevard and Warner Avenue Site

The project site is currently occupied by a variety of commercial uses; specifically a 16-story office building, Bally's Total Fitness health club, Regency movie theatre, restaurants and retail stores. Several of the current uses at the project site would remain with development of the proposed project.

9. CONCURRENT ENTITLEMENTS (DISCRETIONARY APPROVALS) REQUIRED:

- **General Plan Amendment (GPA)**—to allow mixed-use consistent with Specific Plan. The GPA is subject to approval by the Planning Commission and City Council.
- **Zoning Text Amendment (ZTA)**—to establish the Beach-Edinger Specific Plan. The ZTA is subject to approval by the Planning Commission and City Council.
- **Zoning Map Amendment (ZMA)**— to change the zoning map to reflect the Beach-Edinger Specific Plan. The ZMA is subject to approval by the Planning Commission and City Council.

10. SURROUNDING LAND USES AND SETTING: The Specific Plan area is located approximately 3 miles north of the City's Downtown, directly southwest of I-405. The site is surrounded in its entirety by commercial, residential, and institutional development. Adjacent surrounding uses are as follows:

- *East:* Residential, both multi-family and single-family
- *North (across Center Avenue):* Commercial, Office, Hotel and Residential
- *West (across Goldenwest Street):* General Commercial and Residential
- *South:* Protected wetlands, the Hyatt Regency Hotel and the Pacific Ocean

Springhill Suites by Marriott site

The project site is located less than 0.25 mile southeast of I-405 and approximately 6 miles north of the City's downtown. The project is surrounded to the north by commercial uses, primarily the Bella Terra regional shopping center, to the west by commercial and educational uses, to the east by commercial uses, and immediately south by multi-family residential structures. Adjacent surrounding uses are as follows:

- *East:* Wells Fargo Bank
- *North (across Edinger Avenue):* Bella Terra Regional Shopping Center
- *West (across Parkside Lane):* Washington Mutual Bank
- *South (across Aldrich Avenue):* Multi-family residential structures

Murdy Commons Site

The project site is located approximately 0.5 mile west of the I-405 and approximately 4.5 miles north of the City's downtown. The project site surrounded to the south by commercial uses, to the north by residential

and commercial uses, to the west by education uses and to the east by the Union Pacific Railroad right-of-way and commercial uses.

- *East:* the Union Pacific Railroad right-of-way and former Montgomery Ward department store (proposed Village at Bella Terra, would include commercial and residential uses)
- *North:* College Country Center (proposed The Ripcurl Mixed Use development, would include commercial and residential uses)
- *West (across Gothard):* Goldenwest Community College, Huntington Plaza, Coco's Restaurant, and several commercial uses.
- *South (across Edinger Avenue):* O.C. Mattress store, La Choza Mexican Restaurant, Taco Bell and several commercial uses.

Beach Boulevard and Warner Avenue Site

The project site located approximately 1 mile south of the I-405 and approximately 4 miles northeast of the City's downtown. The project site is surrounded to the south by commercial uses, to the north by commercial uses, to the west by residential uses and to the east by commercial uses.

- *East (Across Beach Boulevard):* Carwash, commercial uses, and single-family and multifamily residential.
- *North (Across Warner Avenue):* 1-800-Flowers Market and a Car Wash
- *West (across Elm and Ash):* Single Family and Multi-family residential
- *South (across Cypress):* Just Tires, and Sherwin Williams Paints

Beach Boulevard and Ellis Avenue

The project site is located approximately 2.5 miles south of I-405 and approximately 2.5 miles northeast of the City's downtown. The project is surrounded to north by commercial uses, to the west by commercial and residential uses, to the east by commercial uses and residential uses, and immediately south by commercial uses. Adjacent surrounding uses are as follows:

- *East:* Multifamily residential and single-family residential
- *North (across Ellis Avenue):* Jack n' the Box fast food restaurant, Allen Tire Company, D-K Liquor and several commercial uses
- *West (across Beach Boulevard):* Chevron gas station and a strip mall with several retail and restaurant uses.
- *South:* Procure Work Injury Center and commercial uses in the Town and Country Center

11. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: North Huntington Center Specific Plan EIR, Seabridge Specific Plan EIR, Crossings (Huntington Center) Specific Plan MND, Huntington Beach General Plan EIR, Huntington Beach General Plan Housing Element Update LND.

12. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement): In addition to the City of Huntington Beach (the Lead Agency), there are also federal, regional, and State, responsible agencies that have discretionary or appellate authority over the project and/or specific aspects of project. The responsible agencies will also rely on this EIR when acting on such projects. Those federal, State, or local agencies that would rely upon the

information contained in this EIR when considering approval include, but are not necessarily limited to, the following:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- Orange County Sanitation District—Waste service
- California Department of Transportation (Caltrans)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Geology / Soils | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Aesthetics |
| <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

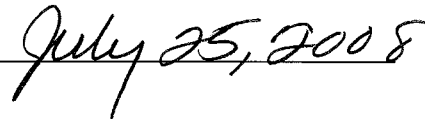
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or a "potentially significant unless mitigated impact" on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☒

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required**. ☐


Signature

Rosemary Medel
Printed Name


Date
Associate Planner
Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.

All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

2. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
3. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, “Earlier Analyses,” may be cross-referenced).
4. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
5. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
6. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

(Note: Standard Conditions of Approval—The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures.)

SAMPLE QUESTION:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in or expose people to potential impacts involving:				
Landslides? (Sources: 1, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area, which shows that the area is located in a flat area. (Note: This response probably would not require further explanation).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING.

Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1, 2) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The overall vision for the Specific Plan area is to develop primarily low and medium density residential, and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to commercial and retail uses in the middle segment of Beach Boulevard, then to a more dense “town center” adjacent to and at the intersection of Beach Boulevard and Edinger Avenue and extending along Edinger Avenue. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the Study area, developing a town center concept at the major intersection of Beach Boulevard and Edinger Avenue. Mixed uses would be allowed throughout the area.

The Specific Plan will require a General Plan Amendment (GPA), Zoning Text Amendment (ZTA) and Zoning Map Amendment (ZMA) and result in changes to land use and development intensity and standards related to site layout, building design, and landscaping. Consistency of the Specific Plan with the General Plan, as well as with other land use plans, including, but not limited to, the Southern California Association of Governments Regional Comprehensive Planning Guide and Compass Visioning Principles will be analyzed in the EIR; this impact would be *potentially significant*.

Specific Projects

Each of the specific development projects proposed will be analyzed for consistency with all applicable land use plans; this impact would be *potentially significant* and will be analyzed in the EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

There are no applicable habitat conservation plans or natural community conservation plans within the Specific Plan area. The land is currently developed with limited landscape or natural features. *No impact* would result, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

There are no applicable habitat conservation plans or natural community conservation plans within the Specific Plan area. The land is currently developed with limited landscape or natural features. **No impact** would result, and no further analysis of this issue is required in the EIR.

- c) Physically divide an established community? (Source: 1) ☐ ☐ ☐ ☒

Discussion:

Specific Plan

The Specific Plan would not disrupt or physically divide an established community. The Specific Plan would involve the redevelopment of existing structures along the corridor. The proposed project would not cut off an existing or proposed transportation route and would be compatible with surrounding land uses, as the Specific Plan provides for transitioning of less intense uses to more intense uses at appropriate locations. Therefore, **no impact** would occur, and no further analysis is required in the EIR.

Specific Projects

As the proposed specific development would be developed pursuant to the guidelines and standards in the Specific Plan, there would be **no impact** with regard to physical division of an established community with respect to the specific development projects. No further analysis is required in the EIR.

II. POPULATION AND HOUSING.

Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1, 2, 19, 20, 21, 22) ☒ ☐ ☐ ☐

Discussion:

Specific Plan

The Specific Plan would increase mixed-use development along both corridors. Anticipated improvements along Beach Boulevard include redeveloped residential uses south of Ellis Avenue and mixed-use developments north of Ellis Avenue, with an emphasis on commercial and medical office. The area along northern Beach Boulevard and Edinger Avenue would become a town center, and would include live/work units, with primarily retail and residential development. As a result, the proposed project would result in a direct increase in population growth. While some land uses within the Specific Plan area are currently designated as Commercial with a mixed-use overlay which allows for residential uses, other areas within the Specific Plan, specifically along Edinger Avenue and between Edinger Avenue and Adams Avenue, are not currently designated for residential uses. Expected development pursuant to the Specific Plan could result in an additional 6,400 dwelling units in the City. Using the average household size in the city of Huntington

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Beach of 2.65 persons per household, the Specific Plan could result in approximately 16,960 (6,400 du X 2.65 pph) residents. As population changes associated with the Specific Plan have not been anticipated in local or regional population growth projections, the proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR. This is considered a ***potentially significant*** impact.

Specific Projects

Springhill Suites by Marriott

The proposed project would result in a 144-room hotel. As the development would not result in new dwelling units, the proposed project would not directly contribute to substantial population growth in the area. The development would not be a major employment center, and, while most employment needs for uses on the project site would likely be addressed by residents of the surrounding areas, an incremental increase in population could occur, which would be considered insignificant. No additional infrastructure is proposed as part of the project. A ***less-than-significant*** impact would result from the proposed project and no further analysis is required in the EIR.

Murdy Commons

The proposed project would result in 1,268 dwelling units and 60,000 sf of commercial uses. As a result, the proposed project would result in a direct increase in population growth. The proposed project is located on a site not previously planned for residential development. Future population changes associated with the project have not been anticipated in local or regional population growth projection. This impact is ***potentially significant***; the proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR.

Beach Boulevard and Warner Avenue

The proposed project would result in 272 residential units and 257,336 sf of commercial uses. As a result, the proposed project would result in a direct increase in population growth. The proposed project is located on a site not previously planned for residential development. Future population changes associated with the project have not been anticipated in local or regional population growth projection. This impact is ***potentially significant***; the proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR.

Beach Boulevard and Ellis Avenue

The proposed project would result in 210 residential units and 71,000 sf of commercial uses. As a result, the proposed project would result in a direct increase in population growth. The proposed project is located on a site not previously planned for residential development. Future population changes associated with the project have not been anticipated in local or regional population growth projection. This impact is ***potentially significant***; the proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 1,2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

The Specific Plan area currently contains a mix of commercial and residential uses. There are no residential uses along Edinger Avenue between Beach and Goldenwest. While the majority of the residential uses are located south of Adams Avenue (designated Residential Parkway) there is a pocket of residential uses along Beach Boulevard in the portion of the corridor designated as Neighborhood Parkway that, under the Specific Plan, would consist of office, retail, and residential uses. Growth within areas with a designation of residential along Beach Boulevard would be consistent with existing uses as well as the vision of the Neighborhood Parkway and Residential Parkway districts. Under the Specific Plan, existing uses would be allowed to remain and expand. Future development along the Corridor Study would not result in displacement of housing. This impact is *less-than-significant* and will be further addressed in the EIR.

Specific Projects

The four specific development sites are either undeveloped or developed with occupied or vacant commercial uses. No displacement of existing housing would occur with development of these parcels. *No impact* would occur, and no further analysis is required in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:1,2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan area currently has a mix of commercial and residential uses. Currently, there are no residential uses along Edinger Avenue between Beach and Goldenwest. Along Beach Boulevard, portions of the corridor designated as residential would continue to expand on existing uses.

While the majority of the residential uses in the vicinity of the Specific Plan area are located south of Adams Avenue (designated Residential Parkway), there is a pocket of residential uses along Beach Boulevard in the portion of the corridor designated as Neighborhood Parkway where office, retail, and residential uses would be developed. Portions of the Beach Boulevard Corridor which are currently designated as residential would be consistent with the proposed development along the Neighborhood Parkway and Residential Parkway districts of the corridor. Under the Specific Plan, existing uses would be allowed to remain and expand. Future development along the Corridor Study would not result in displacement of residents. This impact is *less-than-significant* and will be further addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

Specific Projects

The four specific development sites are currently either vacant or developed with commercial uses. No existing residential uses exist, and, therefore, no displacement of existing residents would occur. There would be *no impact*, and no further analysis is required in the EIR.

III. GEOLOGY AND SOILS.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1, 3,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Specific Plan

A buried segment of the Newport-Inglewood fault, an active northwest trending fault with the potential for fault-line ground-surface rupture, underlies the intersection of Beach Boulevard and Adams Avenue in an Alquist-Priolo Earthquake Fault Zone that is approximately 800 feet wide where it crosses the intersection. Therefore, the potential for surface fault rupture is high in this portion of the Specific Plan area. The remainder of the Specific Plan area is not in any Alquist-Priolo Earthquake Fault Zone. No active or potentially active faults with the potential for surface fault rupture are known to underlie any other portion of the corridor.

The State legislation protecting the population of California from the effects of fault-line ground-surface rupture is the Alquist-Priolo Earthquake Fault Zoning Act. This State law was passed in response to the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. At the directive of the Act, in 1972 the State Geologist began delineating Earthquake Fault Zones (called Special Studies Zones prior to 1994) around active and potentially active faults to reduce fault rupture risks to structures for human occupancy.¹ The Act has resulted in the preparation of maps delineating Earthquake Fault Zones to include, among others, recently active segments of the Newport-Inglewood fault. The zones are revised periodically, and extend 200 to 500 feet on either side of identified fault traces. The Act provides for special seismic design considerations for developments planned in areas adjacent to active or potentially active faults, i.e., within an Alquist-Priolo Earthquake Fault Zone.

¹ Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, Division 2, "Geology, Mines, and Mining," Chapter 7.5 "Earthquake Fault Zones," Sections 2621 through 2630; signed into law December 22, 1972, most recently amended October 07, 1997.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

No structures for human occupancy may be built across an identified active fault trace. An area of 50 feet on either side of an active fault trace is assumed to be underlain by the fault, unless proven otherwise. The only acceptable action is to avoid building structures for human occupancy across an identified active fault trace. Proposed structures for human occupancy within an Earthquake Fault Zone are permitted only following the completion of a fault location report prepared by a California Registered Geologist, usually in cooperation with a Geotechnical Engineer, and reviewed by the City's California Registered Geologist. These reports conform to the guidelines set forth by the California Geological Survey in Note 49, *Guidelines for Evaluating the Hazard of Surface Fault Rupture*, 1997, and Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, 1997. The investigations encompass the most recent information obtainable from the United States Geological Survey, the California Geological Survey, and other published sources, as well as data recovered onsite from trenches, borings, test pits, and by geophysical methods. The location and structural design recommendations resulting from the investigation must be incorporated in the planning for, and structural design of, the development.²

Development is required to comply with the Huntington Beach Building Code, Grading and Excavation Code, and all State requirements pertaining to geologic, soil, and seismic hazards. The City adopted the 2007 CBC as the basis for its own Building Code (Municipal Code Title 17, Chapter 17.04) through Ordinance No. 3789 on December 3, 2007. The Building Code, as adopted, includes acceptable variations to the CBC related to minimum slab thickness, fire-extinguishing systems, building security, and methane district regulations. The Grading and Excavation Code (adopted by the City on November 3, 2003 through Ordinance No. 3621 as Municipal Code Title 17) sets forth rules and regulations to control excavation, grading, earthwork and site improvement construction, and establishes administrative requirements for issuance of permits and approvals of plans and inspection of grading construction. Specifically, the Grading and Excavation Code identifies, defines, and regulates hazardous conditions, plans and specifications, soils and geology reports, fills, setbacks, drainage and terracing, asphalt concrete pavement, and erosion control systems. These two code chapters stipulate the requirements for proposed new development in the City to address geotechnical issues, including all aspects of geologic and engineering site investigation, seismic-resistance foundation and building design, and slope and soil stability. With this regulatory framework in place, the City has the authority to enforce the General Plan policies protecting the public from geotechnical hazards associated with proposed development.

Compliance with provisions of the City's Municipal Code would ensure the maximum practicable protection available for structures on the project site. Project design is required to include the application of CBC seismic standards as the minimum seismic-resistant. The applicable code requirements include seismic-resistant earthwork and construction design criteria, based on the site-specific recommendations of the project's California-registered geotechnical and structural engineers; engineering analyses that demonstrate satisfactory performance of any unsupported cut or fill slopes, and of alluvium and/or fill where they form part or all of the support for structures, foundations and underground utilities; and analyses of soil expansion, collapse, and

² California Geological Survey. 2003. CGS Special Publication 42, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*. Revised 1997, Supplements 1 and 2, 1999, Supplement 3, 2003. Authors, E.W. Hart and W.A. Bryant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

subsidence potential and appropriate remediation (compaction, removal-and-replacement, etc.) prior to using any soils for foundation support.

In view of the requirements to comply with the location regulations of the Alquist-Priolo Earthquake Fault Zoning Act, the seismic safety regulations of the City’s Municipal Code, and the design recommendations of the Geotechnical Investigation to be included in the project design, the project’s impact on exposure to fault-line ground-surface rupture, seismically induced groundshaking, and seismic-related ground failure would be *less than significant*, and a Geotechnical Memorandum will be prepared and included in the EIR.

Specific Projects

None of the four specific project sites is in an Alquist-Priolo Fault Zone. *No impact* from fault rupture would result and no further analysis is required in the EIR.

- ii) Strong seismic ground shaking? (Sources: 1, 3, 9)

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☐
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☐

Discussion:

Specific Plan

The Specific Plan area is in the seismically active Southern California region, and would be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. According to the Newport-Inglewood Fault Zone Map, Figure EH-5 in the City of Huntington Beach General Plan Environmental Hazards Element, the nearest known active fault is the North Branch of the Newport-Inglewood Fault Zone, which underlies the corridor at the intersection of Beach Boulevard and Adams Avenue. Consequently, development through the corridor could expose visitors and on-site structures to seismic hazards (e.g. shaking) during an earthquake along this fault. Impacts associated with seismic hazards would be addressed through adherence to applicable regulations (i.e., the City of Huntington Beach Building Code, as described previously) and design, grading, and structural recommendations identified in the required Geological Resources Technical Study that must be prepared for all development under the Specific Plan. Because strict regulations are in place to control development of structures in a seismically active region, this impact would be *less than significant* for the Specific Plan and the four identified specific projects. No further analysis will be required in the EIR.

Specific Projects

Please see discussion, above, for the Specific Plan. This impact would be *less than significant* for all of the four specific development projects. No further analysis will be required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

According to the Liquefaction Potential map Figure EH-7 in the City of Huntington Beach General Plan Hazards Element, several portions of the corridor are in an area identified as having a high to very high potential for liquefaction (i.e., all of Edinger Avenue, and the northern and southern most portions of Beach Boulevard). The remainder of the corridor has been classified as having a low potential for liquefaction with a few exceptions suggesting a high to medium potential. Liquefaction risks are addressed through adherence to applicable regulations (i.e., the City of Huntington Beach Building Code, as described previously) for building design. All development under the Specific Plan would be required to adhere to any identified grading and structural recommendations included in the Geotechnical Memorandum that will be prepared and included in the EIR. Compliance with applicable regulations would ensure that this impact would remain *less than significant* for the Specific Plan. No further analysis is required in the EIR.

Specific Projects

According to the Liquefaction Potential map, both the Springhill Suites and Murdy Commons project sites are located in areas identified as having a high to very high potential for liquefaction. The Beach Boulevard and Warner Avenue project site is in an area identified as having a high to medium potential for liquefaction. Lastly, the Beach Boulevard and Ellis Avenue project site has been identified as having a low potential for liquefaction. Regardless of the liquefaction potential for individual projects, liquefaction risks would be addressed through compliance with applicable regulations which would ensure that these impacts would remain *less than significant* for the four identified specific projects. No further analysis is required in the EIR.

iv) Landslides? (Sources:1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan area is on relatively flat terrain with no substantial hillsides or slopes nearby. According to the Potentially Unstable Slope Areas map, Figure EH-2 in the City of Huntington Beach General Plan Environmental Hazards Element, the majority of the Specific Plan area is identified as having no potential for slope failure or landslides. The portion of the corridor along Beach Boulevard between approximately Yorktown Avenue and Atlanta Avenue has been classified as having a low potential for unstable slopes. Therefore, the potential for seismically induced slope instability is considered to be moderate within the above indicated portion and relatively low in the remaining portion of the Specific Plan area. Risks associated with unstable slopes are addressed through adherence to applicable regulations (i.e., the City of Huntington Beach Building Code, as described previously) and design. All development under the Specific Plan would be required to adhere to any identified grading and structural recommendations included in the Geological

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Resources Technical Report that will be prepared for all individual developments through the corridor. This is considered a *less-than-significant* impact for the Specific Plan. No further analysis will be required in the EIR.

Specific Projects

All of the individual projects, with the exception of the Beach Boulevard and Ellis Avenue project site have been identified on the Potentially Unstable Slope Areas map as having no potential for slope failure or landslide. The Beach Boulevard and Ellis Avenue project site is classified as having a low potential for slope failure or landslide. As stated above, compliance with all applicable regulations would ensure that the impacts would be *less than significant* for the four specific development projects. No further analysis will be required in the EIR.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 3, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Specific Plan

Future development within the Specific Plan area would require earth-moving activities, such as excavation and grading, and it is anticipated that future development would include excavation below the existing ground surface. Grading and excavation associated with development would expose soil to erosional processes and could result in loss of topsoil during construction. The City’s *Grading and Excavation Code* sets forth rules and regulations to control excavation, grading, earthwork and site improvement construction, including fills, setbacks, drainage and terracing, and erosion control systems. The potential impacts of grading and excavation would be reduced to less than significant through the implementation of Best Management Practices during construction activities as required by the Grading and Excavation Code and the City’s NPDES permit (see Section IV [Hydrology and Water Quality]). Unstable soil conditions would be addressed through compliance with the Grading and Excavation Code. Therefore, the impact for the Specific Plan would be *less than significant* with compliance with these regulations, and no further analysis is required in the EIR.

Specific Projects

Please see discussion, above. The impact for the four specific development projects would be *less than significant* with compliance with the identified regulations, and no further analysis is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

As discussed in item III.a.iii., above, several portions of the Specific Plan area are at risk for liquefaction. In addition, according to the Peat and Organic Soils map in the City of Huntington Beach General Plan, portions of the corridor are in an area of known peat deposits or a likely location of peat; the thickness of layers of peat varies throughout the Specific Plan area. The area south of Talbert is identified on Figure EH-9 Subsidence Areas from 1976-1986 of the Huntington Beach General Plan Environmental Hazards Elements as having experienced subsidence. Therefore, the Specific Plan area is susceptible to subsidence caused by peat oxidation. Geological Resources Technical Reports prepared for all developments would include a detailed summary of all unstable conditions, and design, grading, and structural recommendations. Additionally, all new development would be required to comply with the City of Huntington Beach Building Code regulations to minimize such risks. These engineering controls would appropriately address geologic stability and reduce any impact to *less than significant*. No further analysis is required in the EIR.

Specific Projects

As discussed above, all of the individual projects sites are at risk for liquefaction. With the exception of the Beach Boulevard/Ellis Avenue project site, the project sites are not identified on the Subsidence Areas from 1976–1986 maps, as having experienced subsidence. Additionally, the Murdy Commons project site is at risk of subsidence due to peat oxidation; the project site is located in area known to have peat deposits varying in thickness from 0.5 inch to over 25 inches thick. The remaining sites were not identified on the Peat and Organic Soils Map as being located in areas known to have peat and/or organic soil deposits. Compliance with all applicable City of Huntington Beach Building Code regulations would reduce any impact to a *less than significant*. No further analysis is required in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

According to the Expansive Soil Distribution map Figure EH-12 of the City of Huntington Beach General Plan Environmental Hazards Element, the entire Specific Plan area is in an area identified as having either a moderate to high for potential of expansive soil or a low to moderate potential, primarily restricted to Beach Boulevard south of Slater Avenue. Risks associated with expansive soil are addressed through adherence to the City of Huntington Beach Building Code and Grading and Excavation Code, as well as design, grading,

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and additional structural recommendations from the project-specific Geological Resources Technical Study prepared for future development. This is a *less-than-significant* impact, and no further analysis is required in the EIR.

Specific Projects

All of the project sites with the exception of the Beach Boulevard and Ellis Avenue are identified on the Expansive Soils Distribution map as having a moderate to high potential of expansive soils. The Beach Boulevard and Ellis Avenue site is located in area identified as having a low to moderate potential of expansive soils. Risks associated with expansive soil are addressed through adherence to the City of Huntington Beach Building Code and Grading and Excavation Code, as well as other recommendations as identified. This is a *less-than-significant* impact, and no further analysis is required in the EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 1, 3, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

The Specific Plan area would be provided sanitary sewer service by the City of Huntington Beach, and no septic tanks or alternative wastewater systems are proposed. *No impact* would occur, and no further analysis of this issue is required in the EIR

Specific Projects

Each of the specific development sites would be served by the City of Huntington Beach sewer, and no alternative wastewater systems are proposed. *No impact* would occur, and no further analysis of this issue is required in the EIR.

IV. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan area includes existing storm drainage facilities. Future construction activities associated with new development under the Specific Plan could result in soil disturbance associated with grading and excavation. Soil disturbance could result in a short-term increase in the rate and amount of soil erosion and

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

associated sediment deposits, as well as soil erosion effects during grading activities associated with construction.

However, all new development would be subject to regional and local regulations pertaining to construction activities. Grading activities associated with construction of future development will temporarily increase the amount of suspended solids from surface flows derived from the project site during storm events due to sheet erosion of exposed soil. The City’s Standard Conditions of Approval require the preparation of a Storm Water Pollution Prevention Program (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES), which would address impacts on water quality during construction for all future developments. The SWPPP would incorporate both Best Management Practices (BMPs) and water quality management practices. The ability of future development within the corridor to meet applicable waste discharge and water quality requirements during construction is a *potentially significant* impact and will be addressed in the EIR.

Specific Projects

Project development on all four development sites would change the character of the sites from either undeveloped parcels or developed and paved areas to new structures, paved surfaces, and landscaping. This would potentially result in site characteristics that could cause runoff to adversely affect water quality. The City’s Standard Conditions of Approval require the preparation of Water Quality Management Plan (WQMP) pursuant to NPDES requirements, which would address impacts on water quality during operation. The WQMP would incorporate both Best Management Practices (BMPs) and water quality management practices. The ability of the projects to meet applicable waste discharge and water quality requirements during operation will be addressed in the EIR; this is considered a *less-than-significant* impact.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 1, 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

The majority of the Specific Plan area is developed and covered with impervious surfaces; there is little opportunity for groundwater recharge activities. According to the City’s 2005 Urban Water Management Plan, groundwater wells currently supply 64 percent of the City’s water, while the remaining 36 percent is imported. The City of Huntington Beach has two recharge facilities, the Talbert and Alamitos Barriers, neither of which would be impacted by the future development along the corridor. Future development within the Specific Plan area would not substantially increase the amount of impermeable surfaces in the area. Therefore, the potential reduction in groundwater recharge would be negligible and would not affect City groundwater wells. *No impact* would result, and no further analysis is necessary in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

None of the proposed specific development sites is a designated groundwater recharge area or serves as a groundwater recharge area. Therefore, the potential reduction in groundwater recharge would be negligible and would not affect City groundwater wells. **No impact** would result, and no further analysis is necessary in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site? (Source: 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Specific Plan

The Specific Plan area is not located in the immediate vicinity of a stream or river. The majority of the Specific Plan area is already developed with impermeable surfaces, and future development within the Corridor would not substantially increase the amount of impermeable surfaces in the area. Therefore, issues related to alterations of drainage patterns are considered **potentially significant** and will be further analyzed in the EIR.

Specific Projects

The four specific development sites contain no streams or rivers. Erosion or siltation could occur during construction-related earthmoving activities. Proposed development would result in an increase of impermeable surfaces, whereby runoff would be collected and conveyed via roof and building drains and curbs and gutters. These impacts would be addressed through the incorporation of Best Management Practices during construction and water quality management practices. However, potential erosion due to changes in drainage patterns is **potentially significant** and will be analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources: 4, 11, 13) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan area is not located in the immediate vicinity of a stream or river. Additionally, much of the Specific Plan area is already developed with impermeable surfaces, and future development within the City would not substantially increase the amount of impermeable surfaces in the area. As noted above, development within the project area would not result in a substantial increase in impermeable surfaces over current conditions, and these impacts would be addressed through the incorporation of Best Management Practices during construction and water quality management practices. However, potential flooding due to changes in drainage patterns is **potentially significant** and will be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Specific Projects

Development of the proposed specific projects could increase impervious surfaces at the sites. This, in turn, would modify local drainage patterns and increase the rate and/or volume of surface runoff at the site. As such, the existing storm drainage facilities serving the sites may not be adequate to accommodate the project’s operation-related surface runoff, leading to flooding either on or off site. The projects would include design features to aid in the conveyance of storm water to existing facilities and the potential for long-term (operational) site runoff leading to on or off site flooding is considered low. During project site grading and construction (before storm drains are installed and operational), short-term flooding impacts would be addressed through preparation of a SWPPP, which would incorporate Best Management Practices. Potential flooding during construction due to changes in drainage patterns is considered *potentially significant* and will be analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
(Sources: 4, 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Due to the change in development proposed under the Specific Plan, impacts related to the capacity of stormwater drainage systems would be *potentially significant*. The projects would comply with all waste discharge requirements and water quality objectives of State and Federal agencies as part of the City’s Standard Conditions of Approval. While no uses are proposed that would result in substantial polluted runoff, the proposed development could alter the drainage pattern of the Specific Plan area (as discussed in items IV.c. and IV.d. above), which would result in additional runoff that could exceed the capacity of existing stormwater systems. This issue will be further analyzed in the EIR.

Specific Projects

Please see the discussion, above. The capacity of the existing stormwater drainage system to accommodate stormwater runoff from the specific development sites will be analyzed. These impacts could be addressed through incorporation of design features on the project site to control peak discharge or infrastructure upgrades. During project site grading and construction (before storm drains are installed and operational), short-term runoff impacts would be addressed through the preparation of a SWPPP, which would incorporate BMPs. The impacts of the specific development projects on the City’s stormwater drainage systems are *potentially significant* and will be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality? (Source: 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Refer to discussion of item VI.a., above. The ability of the project to meet applicable waste discharge and water quality requirements during construction will be addressed in the EIR. This is a ***potentially significant*** impact.

Specific Projects

Refer to discussion of item VI.a., above. The ability of the specific development projects to meet applicable waste discharge and water quality requirements during construction will be addressed in the EIR. This is a ***potentially significant*** impact.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: 4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The majority of the Edinger Avenue Corridor portion of the Specific Plan has been delineated on the Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” Beach Boulevard from Edinger Avenue to approximately just south of Indianapolis has been delineated as Flood Zone “X.” The Corridor just south of Indianapolis Avenue to the southern boundary of the Specific Plan has been delineated as Flood Zone “AE.” Future development throughout the corridor would be required to prepare a project specific analysis addressing flood hazards and development would be required to adhere to FEMA requirements. This is a ***potentially significant*** impact; the EIR will provide detail regarding 100-year flood hazard areas.

Specific Projects

Springhill Suites by Marriott

The majority of the project site has been delineated on the Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” Thus, the proposed structures would be required to be built one foot higher than the Base Flood Elevation (BFE). With the proposed elevation requirement, impacts are considered less than significant. The EIR will provide detail regarding the project plans to elevate the proposed structure pursuant to FEMA requirements, this is a ***potentially significant*** impact.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Murdy Commons

The majority of the project site has been delineated on the Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” Thus, the proposed structures would be required to be built one foot higher than the Base Flood Elevation (BFE). With the proposed elevation requirement, impacts are considered less than significant. The EIR will provide detail regarding the project plans to elevate the proposed structure pursuant to FEMA requirements, this is a ***potentially significant*** impact.

Beach Boulevard and Warner Avenue

The proposed project site is not located in an area which has delineated in a flood hazard area. Therefore, ***no impact*** would occur as a result of the proposed project. No further analysis is required

Beach Boulevard and Ellis Avenue

The proposed project site is not located in an area which has delineated in a flood hazard area. Therefore, ***no impact*** would occur as a result of the proposed project. No further analysis is required.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 4) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The majority of the Edinger Avenue Corridor has been delineated on the Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” Beach Boulevard from Edinger Avenue to approximately just south of Indianapolis has been delineated as Flood Zone “X.” The Corridor just south of Indianapolis Avenue to the southern boundary of the Specific Plan has been delineated as Flood Zone “AE.” Future development throughout the corridor would be required to prepare a project specific analysis addressing redirection of flood flows and development would be required to adhere to all FEMA requirements. This is a ***potentially significant*** impact; the EIR will analyze the potential for offsite flood hazards as a result of future development.

Specific Projects

Springhill Suites by Marriott

The project site has been delineated on Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” As the project site is located within a flood hazard area, the proposed structure would be required to be built one foot higher than the BFE. As with the existing elevation of the project site, the proposed elevation of the site would impede and redirect flood flows in areas surrounding the site. The EIR will analyze the potential for offsite flood hazards; this is a ***potentially significant*** impact

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Murdy Commons

The project site has been delineated on Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone “A.” Thus, as a portion of the project site is located within a flood hazard area, the proposed structure would be required to be built one foot higher than the BFE. As with the existing elevation of the project site, the proposed elevation of the site would impede and redirect flood flows in areas surrounding the site. The EIR will analyze the potential for off-site flood hazards, this is a ***potentially significant*** impact

Beach Boulevard and Warner Avenue

The project site has been delineated on the FEMA flood map as being within Flood Zone “X” and is not located in a flood hazard area. ***No impact*** would occur; no further analysis is required in the EIR.

Beach Boulevard and Ellis Avenue

The project site has been delineated on the FEMA flood map as being within Flood Zone “X” and is not located in a flood hazard area. ***No impact*** would occur; no further analysis is required in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 4, 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

The City of Huntington Beach is located in the lower basin of the Santa Ana River Basin. The lower basin is protected from flooding by Prado Dam, which is located 27 miles northeast of the City in Riverside County. The northern portion of the Corridor is located within the inundation area of the Prado Dam. Recently completed channel modifications along the Santa Ana River from Prado Dam to the Pacific Ocean would provide protection from inundation in the event of dam failure. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible. ***No impact*** would occur, and no further analysis is required in the EIR

Specific Projects

Please see discussion, above. ***No impact*** would occur, and no further analysis is required in the EIR

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow? (Sources: 1, 13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

The tsunami hazard for the City is classified as “very low.” According to the Moderate Tsunami Run-up Area map in the City of Huntington Beach General Plan Environmental Hazards Element (Figure EH-8), the northern portion of the Corridor Study is not located in an identified moderate tsunami run-up area. Beach Boulevard south of Indianapolis Avenue has been classified as moderate tsunami run-off area. Due to the lack of land-locked bodies of water (i.e., ponds or lakes) in proximity to the Specific Plan, the potential for seiches is considered to be non-existent. Potential impacts from tsunamis on the proposed project will be analyzed in the EIR; this is a *potentially significant* impact.

Specific Projects

The specific project sites are not located in an identified tsunami run-up area. As discussed above the potential for seiches is considered to be non-existent. Thus, *no impact* would occur, and no further analysis of this issue is required in the EIR.

k) Potentially impact stormwater runoff from construction activities? (Source: 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Refer to discussion in item IV.a., above. The ability of development under the Specific Plan to meet applicable waste discharge and water quality requirements during construction is a *potentially significant* impact and will be addressed in the EIR.

Specific Projects

Refer to discussion in item IV.a., above. The ability of the proposed specific development projects to meet applicable waste discharge and water quality requirements during construction is a *potentially significant* impact and will be addressed in the EIR.

l) Potentially impact stormwater runoff from post-construction activities? (Source: 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Refer to discussion in item IV.a., above. The ability of development under the Specific Plan to meet applicable waste discharge and water quality requirements during construction is *potentially significant* and will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Specific Projects

Refer to discussion in item IV.a., above. The ability of the proposed specific development projects to meet applicable waste discharge and water quality requirements during construction is *potentially significant* and will be addressed in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Source: 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The City is located in an area that includes existing and adequate storm drainage facilities. Future construction activities associated with new development would result in soil disturbance associated with grading and excavation. Soil disturbance could result in a short-term increase in the rate and amount of soil erosion and associated sediment deposits. As well as soil erosion effects during grading activities associated with construction.

All new development would be subject to regional and local regulations pertaining to construction activities. Specifically, development on 1 acre or more of land (or less than 1 acre if part of an overall plan of common development) would be required by the City's Standard Conditions of Approval to comply with the provisions of the General Construction Activity Stormwater Permit adopted by the SWRCB. Under this permit, applicants are required to prepare, retain, and implement at the construction site a Stormwater Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP) pursuant to NPDES requirements. These permits would require the employment of Best Management Practices (BMPs) to limit the extent of eroded materials from discharging into the drainage system and affecting water quality. Potential impacts of future development on water quality standards or waste discharge requirements are *potentially significant* and will be analyzed in the EIR.

Specific Projects

Springhill Suites by Marriott

The proposed project does not include uses involving the storage, handling, or distribution of hazardous materials. Additionally, no fuel station or equipment maintenance will occur on the project site. Refer to discussion above requiring all developments to prepare a SWPPP and a WQMP to address impacts on water quality during construction and operation. *No impact* would occur, and no further analysis is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Murdy Commons

The proposed project does not include uses involving the storage, handling, or distribution of hazardous materials. Additionally, no fuel station or equipment maintenance will occur on the project site. Refer to discussion above requiring all developments to prepare a SWPPP and a WQMP to address impacts on water quality during construction and operation. ***No impact*** would occur, and no further analysis is required in the EIR.

Beach Boulevard and Warner Avenue

The proposed project does not include uses involving the storage, handling, or distribution of hazardous materials. Additionally, no fuel station or equipment maintenance would occur on the project site. Refer to discussion above requiring all developments to prepare a SWPPP and a WQMP to address impacts on water quality during construction and operation. ***No impact*** would occur, and no further analysis is required in the EIR.

Beach Boulevard and Ellis Avenue

Development of the proposed project would include the construction of a new loading dock associated with delivery areas for the commercial component of the proposed project. As discussed under item IV.a., above, the City's Standard Conditions of Approval require the preparation of a SWPPP and WQMP pursuant to NPDES requirements, which would address impacts on water quality during construction and operation, respectively. The potential for discharge of stormwater pollutants from the proposed loading dock is ***potentially significant*** and will be addressed in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Source: 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Refer to discussion under item IV.a., above. The ability of future development under the Specific Plan to affect beneficial uses of receiving waters during construction and operation is ***potentially significant*** and will be addressed in the EIR.

Specific Projects

Refer to discussion under item IV.a., above. The ability of the specific development projects to affect beneficial uses of receiving waters during construction and operation is ***potentially significant*** and will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Source: 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Much of the Specific Plan area is already developed with impermeable surfaces, and future development under the Specific Plan would not substantially increase the amount of impermeable surfaces in the area. As a result, an increase in flow velocity or volume is not anticipated. However, existing storm drainage facilities serving the Specific Plan area may not be adequate to accommodate operation-related surface runoff, leading to flooding either on or off site. The Specific Plan may contain requirements for project design features that would aid in the conveyance of storm water to existing facilities. During grading and construction activities, short-term run-off impacts could be addressed through preparation of a SWPPP for specific development projects, which would incorporate Best Management Practices. As this is a ***potentially significant*** impact, the EIR will provide an analysis of peak flow velocity or volume expected from build-out of the Specific Plan.

Specific Projects

Development of the four specific development projects could increase impervious surfaces. This, in turn, would modify local drainage patterns and increase the rate and/or volume of surface runoff at the sites. As such, the potential increase in stormwater run-off resulting in environmental harm is ***potentially significant*** and will be analyzed in the EIR.

p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Source: 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Refer to discussion got item IV.a., above. The ability of future development to meet applicable waste discharge and water quality requirements during construction is ***potentially significant*** and will be addressed in the EIR. Potential erosion and siltation during construction due to changes in drainage patterns will also be analyzed in the EIR.

Specific Projects

Refer to discussion of item IV.a., above. The ability of the four specific development projects to meet applicable waste discharge and water quality requirements during construction is ***potentially significant*** and will be addressed in the EIR. Potential erosion and siltation during construction due to changes in drainage patterns will also be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. AIR QUALITY.

The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: 5) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan, as proposed, would entail earth movement and construction activities over an extended period of time. Upon completion of the Specific Plan's vision, the proposed uses could result in increased vehicular trips within the Specific Plan area, as increased residential uses would be developed along the corridor as well as redeveloped and new retail, commercial, and office uses. Increased emissions associated with the vehicle trips and other on-site emissions could potentially conflict with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). This is ***potentially significant***. Therefore, the EIR will address potential project exceedance of the SCAQMD thresholds of significance, which may result in a conflict with the Air Quality Management Plan (AQMP), and violation of any local or regional air quality standards during construction and operation within the Specific Plan area.

Specific Projects

Please see discussion, above, regarding applicable air quality plans. The EIR will address potential project exceedance of the SCAQMD thresholds of significance for all four specific development projects, which may result in a conflict with the Air Quality Management Plan (AQMP), and violation of any local or regional air quality standards during construction and operation within the project sites. This is a ***potentially significant*** impact.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 5) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Refer to the discussion for item V.a., above. In addition, development within the Specific Plan area may require soil grading, the use of mechanical construction equipment, the application of solvents and architectural coatings, and other construction activities that could result in significant temporary, short-term impacts to air quality emissions in the form of fugitive dust, volatile organic compounds (VOCs), and construction equipment emissions. Currently the non-attainment pollutants in the South Coast Air Basin, which includes Orange County, are ozone, carbon monoxide (CO), and fine particulate matter (PM₁₀ and PM_{2.5}). Construction-related activities and traffic generated by long-term operation of elements within the

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Specific Plan area could contribute to these existing violations. The impacts to air quality from Specific Plan construction and operation are considered *potentially significant* and will be evaluated in the EIR.

Specific Projects

Please see the discussion for the Specific Plan, above. The impacts to air quality from construction and operation of the four specific development projects are *potentially significant* and will be evaluated in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 5) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan could result in the renovation of existing structures or introduce new development and may result in potentially significant air quality impacts that are commutatively considerable. Each of the individual project components could contribute to air quality impacts when combined with other past, present, or reasonably foreseeable future projects within the area. Each new development or renovation project will be subject to its own CEQA process, where the project-specific related impacts associated with cumulatively considerable air quality impacts would be properly analyzed.

Additionally, the Specific Plan area is located in Orange County, which falls within the jurisdiction of the South Coast Air Quality Basin. As noted under discussion V.b., above, Orange County was in non-attainment for ozone and fine particulate matter (PM₁₀ and PM_{2.5}) in 2007 as well as carbon monoxide (CO) in 2006. The proposed improvements under the Specific Plan could result in a cumulatively considerable net increase in one of these pollutants. This is a *potentially significant* impact and will be addressed further in the EIR.

Specific Projects

The proposed specific development projects would have a *potentially significant* impact on air quality and may result in potentially significant air quality impacts that are commutatively considerable. Each of the individual proposed projects could contribute to air quality impacts when combined with other past, present, or reasonably foreseeable future projects within the area. Therefore, impacts are considered potentially significant and will be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Implementation of the Specific Plan could introduce new development and could have an adverse impact on sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large.³ Examples of such receptors are hospitals, nursing homes, and schools. Each new development or renovation project will be subject to its own CEQA process where the project-specific related impacts associated to sensitive receptors would be properly analyzed.

Additionally, traffic generated from an increase in land use intensity could contribute to decreased levels of service at intersections along Beach Boulevard and Edinger Avenue, resulting in additional vehicle emissions and longer vehicle idling times at and near intersections. These circumstances could lead to CO hot spots that may affect adjacent sensitive receptors (e.g., residences, customers of adjacent retail centers). During construction, sensitive receptors within the Specific Plan area and adjacent properties could experience higher levels of air emissions from nearby construction equipment. The potential for the Specific Plan to result in substantial pollution concentrations is *potentially significant* and will be addressed in the EIR.

Specific Projects

Please refer to the discussion for the Specific Plan, above. The potential for all four specific development projects to result in substantial pollution concentrations discussed above will be addressed in the EIR. This is a *potentially significant* impact.

e) Create objectionable odors affecting a substantial number of people? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan does not propose, and would not facilitate, uses that are significant sources of objectionable odors. Potential sources of odor associated with the proposed project may result from construction equipment exhaust and application of asphalt and architectural coatings during construction activities, the temporary storage of typical household solid waste (refuse) associated with residential (long-term operational) uses, as well as odors produced from the various commercial uses, including restaurants. Standard construction requirements would be imposed upon the applicant to minimize odors from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature, and impacts associated with construction-generated odors are expected to be less than significant. It is expected that the Specific Plan will contain requirements to store any project-generated refuse in covered containers and

³ South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, pg. 5-1

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

remove trash at regular intervals in compliance with the City’s solid waste regulations. Therefore, odors associated with the proposed project construction and operation would be *less than significant*, no mitigation is required, and no further analysis is required in the EIR.

Specific Projects

Please refer to the discussion, above, regarding potential odors associated with construction and operation of the proposed project. With design requirements for trash storage and removal in the Specific Plan, this is a *less-than-significant* impact, and no further analysis is required in the EIR.

VI. TRANSPORTATION/TRAFFIC.

Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections? (Source: 7) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

During construction within the Specific Plan area, impacts on traffic from construction vehicles could occur. However, the Specific Plan would implement a long-term development plan for the Specific Plan area, with construction spread over an unspecified length of time. Construction-related traffic at major development sites, specifically near the Edinger Avenue/Beach Boulevard intersection, however, could result in adverse traffic impacts. In addition, new residential development and the long-term operation of businesses established under the Specific Plan could generate additional vehicular trips that could potentially result in a substantial traffic increase along already heavily used Beach Boulevard and Edinger Avenue. This increase in project-related traffic would further add to the existing traffic load affecting the City’s street system. The potential impacts due to increased trip generation, changes to the volume to capacity ratio on roads, and congestion at intersections are *potentially significant* and will be analyzed in the EIR.

Specific Projects

During construction of the four specific development projects, impacts on traffic from construction vehicles queuing at and entering and exiting the site could occur. In addition, the long-term operation of the future developments would generate additional vehicular trips that could potentially result in a substantial traffic increase in the area. This increase in traffic associated with the four specific projects would further add to the existing traffic load affect the existing street system. The potential impacts due to increased trip generation, changes to volume to capacity ratio on roads, and congestion at intersections are *potentially significant* and will be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Source: 7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Refer to the discussion for item VI.a., above. Increased trip generation from long-term operation within the Specific Plan area could potentially exceed level of service (LOS) standards on designated Orange County Congestion Management Program (CMP) intersections along Edinger Avenue and Beach Boulevard. The potential impacts to CMP intersections are *potentially significant* and will be analyzed in the EIR.

Specific Projects

Please refer to the discussion for the Specific Plan, above. The potential impacts due to increased trip generation, changes to volume to capacity ratio on roads, and congestion at intersections from the four specific development projects are *potentially significant* and will be analyzed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Source: 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan area is not located within two miles of a public or private airstrip. Further, development within the Specific Plan area is not anticipated to impact air traffic patterns, as flight patterns for nearby John Wayne-Orange County Airport and Los Alamitos Armed Forces Reserve Center Airstrip would not cross above the Specific Plan area. *No impact* would occur and further analysis is not required in the EIR.

Specific Projects

The proposed four specific development projects are not located within two miles of a public or private air strip. There would be *no impact* and no further analysis is required in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Source: 1, 2, 19, 20, 21, 22)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Future development under the Specific Plan could have adverse impacts associated with an increase in traffic within the Specific Plan area, depending on specific project locations. The Specific Plan would not include any uses that would be incompatible with or hazardous to existing uses, as the Specific Plan includes a clear

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

development strategy to provide transitional uses and link new and existing uses within the corridor. All access/egress for developments within the Specific Plan area would be designed in accordance with recommendations and requirements of the City's traffic engineering division. However, as specific development projects under the Specific Plan are proposed, site plan review would be required for each project to evaluate whether any hazards could be created by project design features. Therefore, this is a ***potentially significant*** impact, and policies contained in the Specific Plan addressing hazardous features will be analyzed in the EIR.

Specific Projects

Please see discussion of the Specific Plan, above. The four specific development projects are subject to the City's site plan review process and would be evaluated for the potential to result in significant traffic or pedestrian hazards. Although the proposed project sites have been previously developed and do not currently present any issues, the relocation of driveways could present potential conflicts. With respect to Murdy Commons, the Union Pacific Railroad right-of-way borders the eastern portion of the project site. Approximately four trains per week travel along the tracks located in the right-of-way. Additional traffic generated by the proposed project may conflict with trains at the road crossing. Potential conflicts with existing rail operations will be further analyzed in the EIR. Site access and design, including ingress and egress restrictions, will be further analyzed in the EIR for each specific development project to investigate potential traffic hazards and design options to minimize impacts.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Result in inadequate emergency access? (Sources: 10, 13, 12, 20, 21, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Under the Specific Plan, current strip malls and other uses along the corridor would be improved, likely also resulting in improved access to existing and future developments along the corridor. While increased traffic as a result of the Specific Plan could impact response times, emergency access to and within the Specific Plan area would be designed to meet City of Huntington Beach Police Department and City of Huntington Beach Fire Department requirements, as well as the City's general emergency access requirement. However, this is a ***potentially significant*** impact and will require further analysis in the EIR.

Specific Projects

Emergency access to and within the four specific development sites would be designed to meet City of Huntington Beach Police Department and City of Huntington Beach Fire Department requirements, as well as the City's general emergency access requirements. However, the specific site plans will require review to ensure that adequate emergency access would be provided. This is a ***potentially significant*** impact, and the EIR will analyze potential impacts associated with emergency access for each of the four development projects.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity? (Sources: 1, 2, 10, 19, 20, 21, 22)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

While specific parking designation for projects within the Specific Plan is not known at this time, it is anticipated that all future projects and improvements would include parking. The proposed Specific Plan will include parking requirements that would be less than those currently required by the City's Zoning Code. Further, the "town center" development planned at and near the intersection of Edinger Avenue and Beach Boulevard is anticipated to provide a mixed-use development with residential and retail uses located at the same location, reducing the need for large parking capacities. Chapter 231, Off-Street Parking and Loading Provisions, of the Huntington Beach Zoning and Subdivision Ordinance requires new development, as well as alterations or expansions to existing buildings, to provide a minimum amount of parking based on land uses and size. As specific development projects are proposed, a determination would be required whether or not proposed parking is in conformance with Specific Plan parking standards. Since the specific projects under the Specific Plan are not yet known, this is a ***potentially significant*** impact and will be analyzed in the EIR.

Specific Projects

Springhill Suites by Marriott

The proposed project would result in an 83,485-sf, 144-room hotel. As per the Chapter 231 of the City's Zoning Ordinance, hotels are required to provide 1.1 parking spaces per guest room, and additional parking for other uses, (i.e. restaurant, managers unit). The project would provide 1 parking space per hotel room for a total of 144 parking stalls, 5 of which would meet ADA standards, as currently proposed. The project will be reviewed for consistency with City codes and Specific Plan parking standards. This is a ***potentially significant*** impact and will require further evaluation in the EIR.

Murdy Commons

The proposed project would result in 1,268 residential units and 60,000 sf of commercial uses. The project would provide 2,607 parking stalls; 4 parking spaces per 1,000 sf of commercial uses, 2 parking spaces per live-work units and 1.75 parking spaces per residential unit. The project will be reviewed for consistency with City codes and Specific Plan parking standards. This is a ***potentially significant*** impact and will require further evaluation in the EIR.

Beach Boulevard and Warner Avenue

The proposed project would result in 1,268 residential units and 60,000 sf of commercial uses. The project would provide 2,607 parking stalls; 4 parking spaces per 1,000 sf of commercial uses, 2 parking spaces per live-work units and 1.75 parking spaces per residential units. The project will be reviewed for consistency with

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

City codes and Specific Plan parking standards. This is a *potentially significant* impact and will require further evaluation in the EIR.

Beach Boulevard and Ellis Avenue

The proposed project would result in 272 residential units and 257,336 sf of commercial uses. The project would provide 1415 parking spaces. The project will be reviewed for consistency with City codes and Specific Plan parking standards. This is a *potentially significant* impact and will require further evaluation in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1, 2, 10, 20, 21, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan would be compatible with regional policies to promote alternative modes of transportation by encouraging a pedestrian-friendly environment along the corridor, specifically at and near the Edinger Avenue/Beach Boulevard intersection. The EIR will include an analysis of transit and bicycle services and facilities, as well as future related plans affecting the Specific Plan corridor. Proposed Specific Plan policies will be reviewed for consistency with General Plan policies supporting alternative transportation. This impact is *potentially significant* and will be further evaluated in the EIR.

Specific Projects

Springhill Suites by Marriott

The proposed project would result in a 144 room hotel. The project site is located within walking distance of the Bella Terra Regional Shopping Center located immediately across the street and other commercial uses in the surrounding area. Additionally, bus Route 72 of the Orange County Transportation Authority (OCTA) transit system travels along Edinger Avenue and Route 29 along Beach Boulevard is easily accessible, these bus routes would provide public transportation to a variety of destinations. The EIR will include an analysis of transit and bicycle services and facilities, available to visitors of the proposed project. As noted, above, this impact is considered *potentially significant* and will be analyzed in the EIR.

Murdy Commons

The proposed project would result in a mixed-use residential, live-work, and commercial development. The proposed project would provide a pedestrian connection to the Bella Terra Regional Shopping Center located to the east of the project site. The network of private streets within the development would provide large sidewalks to encourage walking and the area surrounding the project site is currently undergoing a transition which would enhance pedestrian, bicycle, and other alternative methods of transportation opportunities, for both residents and visitors. Additionally, OCTA bus stops located along Edinger Avenue and Beach

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Boulevard, as well as the transit center located north of the project site would provide public transportation to a variety of destinations. The EIR will include an analysis of transit and bicycle services and facilities, available to visitors of the proposed project. As noted, above, this impact is considered ***potentially significant*** and will be analyzed in the EIR.

Beach Boulevard and Warner Avenue

The proposed project aims to create a mixed-use pedestrian environment by utilizing the multi-level parking structure as a “park once” structure, and encouraging shared parking. Additionally, the project site is located along bus Route 29 which travels along Beach Boulevard and Route 72 which travels along Warner Avenue of the OCTA transit system, each of these routes provides connections to other bus routes. The EIR will include an analysis of transit and bicycle services and facilities, available to visitors of the proposed project. As noted, above, this impact is considered ***potentially significant*** and will be analyzed in the EIR.

Beach Boulevard and Ellis Avenue

The proposed project would result in 120 residential units and 71,000 sf of retail uses. Additionally, the project site is located along bus Route 29 of the OCTA transit system, which travels the length of Beach Boulevard and provides connections to other bus routes. The EIR will include an analysis of transit and bicycle services and facilities, available to visitors of the proposed project. As noted, above, this impact is considered ***potentially significant*** and will be analyzed in the EIR.

VII. BIOLOGICAL RESOURCES.

Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 1, 10) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The majority of the Specific Plan area is currently developed with commercial and residential uses and contains little to no native habitat. According to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no sensitive habitats are located along the study corridor. As a result, no suitable habitat for sensitive mammal, reptile, amphibian, or fish species exists within the Specific Plan area.

There is the potential for birds protected under the Migratory Birds Treaty Act to nest in the numerous trees within the City. Mitigation measures would be required that would include surveys and impact-avoidance measures to ensure that the substantial loss of any protected species would not occur. Such mitigation

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

measures would ensure protection of migratory bird species/habitat, through focused surveys, agency consultation, and off-site habitat conservation and/or enhancement. As this is a *potentially significant* impact, further analysis will be provided in the EIR.

Specific Projects

Vegetation existing on the proposed four specific development sites consists mainly of landscaping trees and ornamental shrubs. It is unknown if federal or State special-status species exist on the project sites. Each of the four specific development sites could be required to prepare surveys and impact-avoidance measures to ensure that the substantial loss of any protected species would not occur. With incorporation of mitigation measures for the Specific Plan, the impact on biological resources on the four specific development sites would be reduced to *less than significant*. However, the EIR will contain an analysis of this issue for each of the four projects.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Specific Plan

There is no riparian habitat within the Specific Plan area; thus, no impact would occur with respect to this biological resource. According to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no sensitive natural communities are located along the study corridor. Therefore, this is a *less than significant* impact and would not require further analysis in the EIR.

Specific Projects

All four specific project sites have been previously developed. No riparian habitat or other sensitive natural community exists on any of the proposed project sites. As such, the project would not have any direct effect upon any riparian habitat or other sensitive natural communities. *No impact* would occur, and no further analysis of this issue is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1, 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

There are no wetlands within the Specific Plan area, as defined by the Clean Water Act or the Fish and Game Code of California. It should be noted that wetlands do exist south of the project boundary near Pacific Coast Highway that could be adversely affected by development of the proposed project. In addition, over the build-out horizon of the Specific Plan, the potential exist for new wetlands to be created or develop. Therefore, this is a ***potentially significant*** impact that will require further evaluation in the EIR.

Specific Projects

There are no wetlands on any of the four specific project sites. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1, 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan area is an urban, built environment that does not contain any wildlife corridors. However, as noted, above, the Specific Plan area may contain suitable habitat for migratory birds and, thus, could potentially interfere with the movement of migratory birds. This is a ***potentially significant*** impact that will require further analysis in the EIR.

Specific Projects

As noted, above, there is the potential that migratory birds may utilize existing trees on these four specific development sites for nesting. Implementation of the proposed projects would result in the removal of trees from the project sites, and, as a result, the project has the potential to significantly impact migratory bird species. Impacts associated with the removal of trees on the proposed project sites on migratory birds is a ***potentially significant*** impact and will be analyzed further in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Specific Plan

Future development within the Specific Plan area may displace existing trees on individual project sites. However, as the City does not have any policies or ordinances protecting biological resources which are not endangered, the removal of biological resources would result in ***no impact*** and would not conflict with local policies or ordinances

Specific Projects

There are currently limited biological resources within the four specific development sites. As the City does not have any policies or ordinances protecting biological resources which are not endangered, the removal of biological resources on the project site would result in ***no impact*** and would not conflict with local policies or ordinances

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

Specific Plan

No habitat conservation plan or natural community conservation plan affects the Specific Plan area. Therefore, no conflict with conservation plans would occur, there would be ***no impact***, and no further analysis of this issue is required in the EIR.

Specific Projects

No habitat conservation plan or natural community conservation plan affects the Specific Plan area. Therefore, no conflict with conservation plans would occur, there would be ***no impact***, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. MINERAL RESOURCES.

Would the project:

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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

No State-designated mines or mineral producers presently exist within the Specific Plan area. The Specific Plan area does not maintain any natural mineral resources. Therefore, ***no impact*** would occur and no further analysis of the issue is required in the EIR.

Specific Projects

No State-designated mines or mineral producers presently exist within the Specific Plan area. The Specific Plan area does not maintain any natural mineral resources. Therefore, ***no impact*** would occur and no further analysis of the issue is required in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

Specific Plan

As discussed in item VIII.a., above, the Specific Plan area does not maintain any natural mineral resources. ***No impact*** would occur and no further analysis of the issue is required in the EIR.

Specific Projects

As discussed in item VIII.a., above, the Specific Plan area, including the four specific development sites, does not maintain any natural mineral resources. ***No impact*** would occur and no further analysis of the issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 2, 10, 13, 19, 20, 21, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Construction and operation of future development under the Specific Plan may involve limited use, storage, transport, and/or generation of hazardous materials such as typical household-type cleaning products as well as maintenance products (e.g., paints, solvents, cleaning products), and grounds and landscape maintenance could also use a wide variety of commercial products formulated with hazardous materials, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides. Future developments are not expected to introduce any unusual hazardous materials. Compliance with local, State, and federal regulations would minimize risks associated with the routine transport, use, or disposal of hazardous materials. However, the impact is ***potentially significant*** and requires further analysis in the EIR.

Specific Projects

Operation of the proposed specific projects would not involve the introduction or the routine transport, use, or disposal of hazardous materials. Proposed construction of the project would comply with CalOSHA (California Occupational Safety and Health Administration) requirements, the Hazardous Materials Management Act (HMMA), and other State and local requirements. Compliance with local, State, and federal regulations would minimize risks associated with accident conditions involving the release of hazardous materials into the environment during construction activities. As the impact could be ***potentially significant***, the EIR will include a more detailed analysis of this issue to confirm that the routine transport, use, or disposal of hazardous materials would not negatively affect the environment.

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| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 2, 10, 13, 14, 15, 16, 17) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Specific Plan

Due to the age of existing buildings throughout the Specific Plan area, the potential for encountering asbestos and lead-based paint during potential redevelopment or demolition activities exists. However, various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. These requirements include SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, Part 61, Beach-Edinger Corridor Specific Plan and Joint Program/Project Initial Study

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Subpart M of the Code of Federal Regulations (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD).

In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. Compliance with these regulations would ensure that construction workers and the general public would not be exposed to asbestos and lead during potential demolition activities. Future development permitted under the Specific Plan is not expected to introduce any unusual hazardous materials that would result in a reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. As this impact is *potentially significant*, however, it will be analyzed in the EIR.

Specific Projects

Development of the four specific development projects would not include the use of large quantities of hazardous materials, and any typical household or office use hazardous materials would be used and stored in accordance with applicable regulations. Long-term operation of the projects would not involve handling of hazardous materials in a manner that would result in reasonably foreseeable upset and accident conditions. Compliance with local, State, and federal regulations would minimize risks associated with accident conditions involving the release of hazardous materials into the environment during construction activities.

As this impact remains *potentially significant*, however, the EIR will evaluate the potential exposure of people and property to short-term (construction-related) hazardous and toxic materials that could be associated with the project site (e.g., potential contaminants associated with existing uses). The EIR will also include results of a database search of potential hazardous materials sites at the location of the proposed project and in the vicinity. The EIR will use this information to document potential impacts associated with the release of hazardous materials into the environment. The EIR will also analyze and include information from the Phase I Environmental Site Assessments for the Murdy Commons and Beach Boulevard/Ellis Avenue sites to document potential impacts on these sites.

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| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 1, 14, 15, 16, 17) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Specific Plan

Goldenwest Community College and John R. Peterson Elementary School are located adjacent to the Specific Plan area and could be impacted by development within ¼ mile. Future developments could involve the routine transport, use, and storage of common household hazardous materials. These hazardous materials are not expected to differ from those already used extensively throughout the Specific Plan area (e.g., paints and cleaning products) and would not pose an increased risk of hazardous materials emissions within one-quarter mile of a school. However, as this impact remains *potentially significant*, further analysis will be included in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Springhill Suites by Marriott

The project site is not located within ¼ mile of a school. The proposed project would not emit hazardous emissions or handle hazardous materials beyond normal cleaning supplies. Therefore, ***no impacts*** would occur and no further analysis is required in the EIR.

Murdy Commons

The project site is located adjacent to Goldenwest Community College. The proposed project would not emit hazardous emissions or handle hazardous materials other than general cleaning supplies and the project would be subject to all federal, State, and local regulations pertaining to handling of hazardous materials. Therefore, ***less-than-significant*** impacts would occur and no further analysis is required in the EIR.

Beach Boulevard and Warner Avenue

The project site is not located within ¼ mile of a school. The proposed project would not emit hazardous emissions or handle hazardous materials beyond general cleaning supplies, the handling and disposal of which are regulated. Therefore, ***no impacts*** would occur and no further analysis is required in the EIR.

Beach Boulevard and Ellis Avenue

The project site is not located within ¼ mile of a school. The proposed project would not emit hazardous emissions or handle hazardous materials other than general cleaning supplies. Therefore, ***no impacts*** would occur and no further analysis is required in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 1, 16,17) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Specific Plan

Development under the Specific Plan could occur on sites that are identified on a list of hazardous materials sites pursuant to Government Code Section 65962.5. If a development site is identified as such, appropriate remediation would be required prior to the commencement of construction activities. All development is required to comply with existing federal, state, and local regulations pertaining to hazardous materials sites. A search of existing databases would be required to determine whether properties are listed as hazardous materials sites. This impact is ***potentially significant*** and will require further analysis in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

Springhill Suites by Marriott

The EIR will determine whether the project site is listed as a hazardous materials site. The EIR will also describe regulatory controls, including federal, State, and Huntington Beach laws and regulations associated with hazardous waste management and site cleanup. This is a ***potentially significant*** impact, and will be analyzed in the EIR.

Murdy Commons

The project site has been included on the State and regional Leaking Underground Storage Tank (LUST) list, and CORTESE list; this is due to groundwater being impacted by gasoline at the site. Activities on the project site associated with the operation of the rail line may have resulted in local environmental impairments due to releases from tanks and diesel carriers. Numerous sites near the project site have or have had underground storage tanks or currently handle hazardous substances. A contiguous property to the east formerly occupied by a Montgomery Ward Auto Service Center has had reported releases of hazardous substances that have been sufficiently extensive to threaten groundwater below the subject site. This site is upgradient of the project site and was remediated in 2000. Based upon review of the site assessment and clean-up data for these off-site properties, a review of data for the release that occurred on the project site and the subsurface testing, no evidence was found to indicate that these offsite facilities have or will impact the soil or groundwater beneath the project site.

As this is a ***potentially significant*** impact, the EIR will include a more detailed analysis of potential impacts associated with the release of hazardous materials into the environment.

Beach Boulevard and Warner Avenue

This is a ***potentially significant*** impact, as it is unknown whether this site is listed on any government databases. The EIR will determine whether the project site is listed as a hazardous materials site. The EIR will also describe regulatory controls, including Federal, State, and Huntington Beach laws and regulations associated with hazardous waste management and site cleanup. The EIR will include a more detailed analysis of potential impacts associated with the release of hazardous materials into the environment.

Beach Boulevard and Ellis Avenue

The portion of the project site occupied by the Shell Service Station is listed in the LUST, Cortese, CA FID UST, CA WDS, SWEEPS UST, Historical UST, HAZNET, FINDS, RCRA-SQG, and EMI databases. This is due to fuel release that impacted soil and groundwater reported in 1995. Remediation of the soil and groundwater at the project site began in 2003. Another portion of the project site was listed in the Cleaners, EMI, HAZNET, FINDS and RCRA-SQG databases. These listings relate to the presence of the Ellis Cleaners, located in the commercial development.

ISSUES (and Supporting Information Sources):	Potentially Significant Unless Mitigation Incorporated				Less Than Significant Impact	No Impact
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated		

This is a ***potentially significant*** impact, and the EIR will include a more detailed analysis of potential impacts associated with the release of hazardous materials into the environment both on and off site.

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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

The Specific Plan area is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, development under the Specific Plan would not result in a safety hazard for people residing in the project area. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

None of the four specific development sites is located within two miles of any known public or private airstrip. Therefore, the project would not result in a safety hazard for people residing in the project area. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 1, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Specific Plan

An existing heliport is located on the rooftop of the Beach Boulevard and Warner Avenue project site, located on the southwest corner of the intersection. A ***potentially significant impact*** could occur, and will be further analyzed in the EIR.

Specific Projects

As discussed above, an existing heliport is located on the rooftop of the Beach Boulevard and Warner Avenue project site. A ***potentially significant impact*** could occur, and will be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Development under the Specific Plan would result in increased traffic. As specific development plans are not known at this time, the potential exists for future development projects to interfere with adopted emergency response and/or evacuation plans. This is a ***potentially significant*** impact that will require further analysis in the EIR.

Specific Projects

The increased traffic associated with the four specific development projects could interfere with adopted emergency response and/or evacuation plans. Site design (specifically, ingress/egress points) could also interfere with adopted emergency response and/or evacuation plans. This is a ***potentially significant*** impact that will require further analysis in the EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan area is characterized by features typical of the urban landscape. No wildlands exist within the Specific Plan area. Future development within the Specific Plan area would not result in the exposure of people or structures to hazards associated with wildland fires. There would be ***no impact***. No further analysis of this issue is required in the EIR.

Specific Projects

Please see discussion of the Specific Plan area, above. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. NOISE.

Would the project result in:

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| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 2, 10) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Over the build-out period of the Specific Plan, noise would be generated within the Specific Plan area due to increased traffic during project operation and by activity along the corridor once fully developed. Noise from mechanical equipment (such as air conditioning systems) associated with operation of sites within the Specific Plan area would be required to comply with the State Building Code requirements pertaining to noise attenuation, and with City regulations requiring adequate buffering of such equipment. Sensitive receptors within and in the vicinity of the Specific Plan area include existing residences, public schools, hospitals, and institutions such as churches. It is anticipated that the noise generated by vehicles and human use associated with operation of commercial and medical office uses would be compatible with the existing land uses in the project area and would not exceed noise thresholds established by the City of Huntington Beach. Nevertheless, this is a ***potentially significant*** impact and the EIR will include a noise analysis to investigate and verify predicted operational and traffic noise generated by the Specific Plan.

Temporary increases in ambient noise levels would occur during periods of construction along Edinger Avenue and Beach Boulevard. Chapter 8.40 of the Municipal Code for Noise Control generally prohibits construction activity between the hours of 8:00 P.M. and 7:00 A.M. on weekdays and Saturdays, and all day on Sundays (§8.40.090). Additionally, a permit for construction activities (which requires a review of the proposed activities) must be obtained from the City of Huntington Beach. Reference data for construction equipment noise illustrate that operation of typical heavy equipment would result in noise levels between approximately 75 dBA and 100 dBA when measured 50 feet from the source, depending primarily on the type of equipment in operation. Noise levels from a single piece of equipment attenuate at a rate of approximately 6 decibels per doubling of distance; therefore, the distance between construction within the Specific Plan area and sensitive receptors would reduce construction noise to some extent. However, due to the potential equipment mix and the proximity of sensitive receptors within and around the Specific Plan area, construction noise in excess of 75dBA may be perceptible. This is a ***potentially significant*** impact, and the EIR will include a noise analysis to investigate and verify predicted temporary/intermittent construction noise generated by the development under the Specific Plan.

Specific Projects

Please refer to the discussion of the Specific Plan, above. Each of the proposed specific development projects will be analyzed to investigate and verify predicted temporary/intermittent construction noise generated by

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

future development permitted under the proposed projects. This is a *potentially significant* impact and will be fully evaluated in the EIR.

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| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 2, 10) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The only existing source of groundborne vibration in the Specific Plan area includes the Union Pacific Railroad (UPRR) and heavy trucks or buses traveling along Edinger Avenue and Beach Boulevard as well as the east-west streets that connect through Beach Boulevard. Future development would not include uses that would substantially elevate groundborne vibration or groundborne noise levels above existing conditions. Potential temporary and intermittent vibration impacts could occur during certain construction activities associated with future development. Vibration impacts associated with implementation of the Specific Plan are *potentially significant* and will be addressed in the EIR.

Specific Projects

Please refer to Specific Plan discussion above. Potential temporary and intermittent vibration impacts could occur during certain project construction activities, such as pile driving, if required. This is a *potentially significant* impact. Vibration impacts during project construction will be addressed in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 2, 10) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

As stated above in the discussion for item X.a., development under the Specific Plan could contribute to increased traffic noise levels and would cause additional noise from human activity and operation of mechanical equipment within the Specific Plan area. Although the Specific Plan area is fully developed, the Specific Plan aims to improve the Corridor and make it a destination within the City. Much of the noise increase would occur within the northern half of the Specific Plan area, above Ellis Avenue. Specifically, increases would occur at and near the intersection of Edinger Avenue and Beach Boulevard, as this area is proposed to become the town center. Less substantial noise impacts are anticipated south of Ellis Avenue due to the planned development of residential uses. Noise from mechanical equipment would be regulated in accordance with Noise Control ordinance standards. However, the noise generated by increased traffic once the Specific Plan is fully implemented could substantially increase ambient noise levels within the corridor. Noise increases due to increased human activity and vehicular trips associated with the project are *potentially significant* and will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

Refer to Specific Plan discussion above. This is a ***potentially significant*** impact. A noise analysis will be performed for each specific development project to analyze noise from increased human activity and vehicular trips associated with the project.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 2, 10) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

See discussion item X.a., above, regarding potential noise impacts associated with implementation of the Specific Plan. This is a ***potentially significant*** impact. The EIR will include a noise analysis to investigate and verify predicted noise generated by implementation of the Specific Plan.

Specific Projects

Refer to Specific Plan discussion, above. Each project will generate noise associated with construction activities and operation. This is a ***potentially significant*** impact. The EIR will include a noise analysis to investigate and verify predicted noise generated by each of the four proposed development projects.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

As noted, above, the Specific Plan area is not located within two miles of a public airport, public use airport, or private airstrip. Therefore, the project would not expose people to excessive noise from airports. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

As noted, above, the Specific Plan area and, therefore, the specific development sites, are not located within two miles of a public airport, public use airport, or private airstrip. Therefore, the specific projects would not expose people to excessive noise from airports. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

An existing heliport is located on the rooftop of the Beach Boulevard and Warner Avenue project site, located on the southwest corner of the intersection. A ***potentially significant impact*** could occur, and will be further analyzed in the EIR.

Specific Projects

As discussed above, an existing heliport is located on the rooftop of the Beach Boulevard and Warner Avenue project site. A ***potentially significant impact*** could occur, and will be further analyzed in the EIR.

XI. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (Sources: 1, 2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Specific improvements and development under the Specific Plan would increase mixed-use development along both corridors. Anticipated improvements along Beach Boulevard include redeveloped residential uses south of Ellis Avenue, mixed-use developments north of Ellis Avenue, with an emphasis on commercial and medical office. The area along northern Beach Boulevard and Edinger Avenue would become the town center, and would include live/work units, with primarily retail and residential development. As a result, the proposed project would implement a direct increase in population growth. The addition of these uses could result in an increased demand on fire protection services in the area. This is a ***potentially significant impact***. An analysis of project demand on fire protection services will be provided in the EIR, including an evaluation of the City Fire Department's ability to operate within acceptable response time standards in serving the Specific Plan area.

Specific Projects

The four specific development projects could each result in an increased demand on fire protection services. This is a ***potentially significant impact***. An analysis of each project's demand on fire protection services will

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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be provided in the EIR, including an evaluation of the Fire Department's ability to operate within acceptable response time standards in serving the future project sites.

b) Police Protection? (Sources: 1, 2) ☒ ☐ ☐ ☐

Discussion:

Specific Plan

Specific improvements and development under the Specific Plan would increase mixed-use development along both corridors. Anticipated improvements along Beach Boulevard include redeveloped residential uses south of Ellis Avenue, mixed-use developments north of Ellis Avenue, with an emphasis on commercial and medical office. The area along northern Beach Boulevard and Edinger Avenue would become the town center, and would include live/work units, with primarily retail and residential development. As a result, the proposed project would implement a direct increase in population growth. The addition of these uses could result in an increased demand on police protection services in the area. This is a ***potentially significant*** impact. An analysis of project demand on police protection services will be provided in the EIR, including an evaluation of the City Police Department's ability to operate within acceptable response time standards and staffing levels in serving the Specific Plan area.

Specific Projects

The four specific development projects could each result in an increased demand on police protection services. This is a ***potentially significant*** impact. An analysis of each project's demand on police protection services will be provided in the EIR, including an evaluation of the Police Department's ability to operate within acceptable response time standards in serving the future project sites.

c) Schools? (Sources: 1, 2) ☒ ☐ ☐ ☐

Discussion:

Specific Plan

Implementation of the Specific Plan would result in a direct increase in population growth, thereby increasing demands upon existing schools. Future development would be subject to school impact fee requirements, which would serve to mitigate project impacts upon schools. The potential increase in students and the effect of the project on the existing school system is a ***potentially significant*** impact and will be addressed in the EIR.

Springhill Suites by Marriott

The proposed project would result in a 144-room hotel and would not include any residential uses. As the proposed project would generate employment opportunities in the area, the proposed project would be required to pay a school impacts fee to off-set potential indirect demand on public schools as a result of

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

project implementation. Therefore, *a less-than-significant* impact to schools would occur, and no further analysis is required in the EIR.

Murdy Commons

The proposed project would include residential uses, which would result in an increase in population in the area, thereby increasing demands upon existing schools. The project site would be served by the Ocean View School District and the Huntington Beach Union High School District, and would be subject to school impact fee requirements, which would serve to mitigate project impacts upon schools. The potential increase in students and the effect of the project on the existing school system is *potentially significant* and will be addressed in the EIR.

Beach Boulevard and Warner Avenue

Refer to Murdy Commons discussion above. The potential increase in students and the effect of the project on the existing school system is *potentially significant* and will be addressed in the EIR.

Beach Boulevard and Ellis Avenue

Refer to Murdy Commons discussion above. The potential increase in students and the effect of the project on the existing school system is *potentially significant* and will be addressed in the EIR.

d) Parks? (Sources: 1, 2) ☒ ☐ ☐ ☐

Discussion:

Specific Plan

Implementation of the Specific Plan would result in a direct increase in population, thereby increasing demands upon existing parks. This is a *potentially significant* impact. The EIR will investigate this issue in more detail and investigate options for mitigation measures (e.g., developer impact fees, if appropriate).

Specific Projects

Three of the four specific development projects could directly increase demand on existing parks due to their residential component. This is a *potentially significant impact*. The impacts of each of the proposed specific projects will be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities or governmental services? (Sources: 1, 2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

The proposed project would implement a direct increase in population growth, thereby increasing demand for the use of existing public facilities, including libraries and civic buildings/auditoriums. This is a ***potentially significant*** impact. The EIR will investigate this issue in more detail and investigate options for mitigation measures (e.g., developer impact fees, if appropriate).

Specific Projects

Each of the proposed specific projects would result in direct or indirect population (and visitor) increase in the Specific Plan area. This could have a ***potentially significant*** impact on public facilities, and will be further analyzed in the EIR.

XII. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 1, 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

Implementation of the Specific Plan could result in wastewater discharges that could place additional demand upon regional treatment facilities. This is a ***potentially significant*** impact. The capacity of existing wastewater treatment systems will be analyzed. The ability of the project to meet applicable waste discharge and treatment requirements will be addressed in the EIR.

Specific Projects

Wastewater discharges from each of the proposed specific developments would result in additional demand for wastewater treatment. The capacity of existing wastewater treatment systems will be analyzed. The ability of each of the specific projects to meet applicable waste discharge and treatment requirements will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Specific Plan

Future development under the Specific Plan would connect to existing water and wastewater conveyance facilities off site and may require the construction of new water and wastewater conveyance facilities if sufficient capacity does not exist to meet the demands of development under the Specific Plan. This is a ***potentially significant*** impact. The EIR will include a more detailed analysis of this issue to determine whether existing facilities are adequate to serve the project.

Specific Projects

Each of the specific development projects would connect to existing water and wastewater conveyance facilities and may require the construction of new water and wastewater conveyance facilities on or off site. This is a ***potentially significant*** impact. The EIR will include a more detailed analysis of this issue to determine whether existing facilities are adequate to serve each of the specific projects.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Specific Plan

The Specific Plan would increase the amount of development in the City, and would potentially result in additional stormwater runoff. Individual projects would be required to capture and temporarily retain excess runoff pursuant to NPDES requirements. Stormwater runoff from implementation of the Specific Plan may exceed the capacity of existing storm drains. This is a ***potentially significant*** impact. The EIR will include a more detailed analysis of this issue to confirm that the City's existing storm drain system is adequate to serve future development.

Specific Projects

The increase in impervious surfaces from development of the four specific development projects could result in additional runoff that would be carried to the existing storm drain system. All developments would be required to comply with NPDES requirements for stormwater capture, which may require new on-site storm drain facilities. It is unknown at this time whether there is sufficient capacity in the existing storm drain system to accommodate projected runoff from the specific projects. This is a ***potentially significant*** impact.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Each of the specific project's demand upon the existing offsite storm drain system will be investigated in the EIR, including the potential need for expansion of or modifications to existing off-site storm drain facilities.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

As implementation of the Specific Plan would result in an intensification of development throughout the Specific Plan area, future development would result in an increased water demand. A Water Supply Assessment will be required to analyze the impacts of development under the Specific Plan pursuant to the requirements of Senate Bill 610. The availability of sufficient water supplies to accommodate build-out under the Specific Plan is a ***potentially significant*** impact and will be further investigated in the EIR.

Specific Projects

The Water Supply Assessment prepared for the Specific Plan would also apply to the four specific development projects that are proposed now as part of the Specific Plan. Because it is unknown at this time whether the Water Supply Assessment will prove that adequate water supplies exist to serve development under the Specific Plan, this impact is ***potentially significant***. Sufficiency of water supplies will be analyzed in the EIR for each of the specific projects.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 1, 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

As implementation of the Specific Plan would result in an intensification of development throughout the Specific Plan area, future development would result in an increase in wastewater generation. Future development would connect to existing wastewater facilities, which would convey wastewater generated by the project to regional treatment facilities. All applicants must receive a "will serve" letter from the Orange County Sanitation District in order to construct a project, meaning that the Sanitation District must confirm that adequate treatment capacity is available over the long term to serve the project and commit to provide treatment service. As it is unknown at this time whether sufficient wastewater treatment capacity would exist at the time of each development application, this is a ***potentially significant*** impact. This issue will be described in more detail in the EIR

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

Each of the four specific projects would connect to existing wastewater facilities, which would convey wastewater generated by the project to regional treatment facilities. Each project applicant must receive a “will serve” letter from the Orange County Sanitation District in order to construct the project, meaning that the Sanitation District must confirm that adequate treatment capacity is available over the long-term to serve the project and commit to provide treatment service. Until such a letter is received, this impact remains *potentially significant* for each specific project. Therefore, this issue will be described in more detail in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?
(Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Solid waste collection service for the City of Huntington Beach is provided by Rainbow Disposal. Collected solid waste is transported to a transfer station where the solid waste is sorted and processed through a Materials Recovery Facility where recyclable materials are removed. The remaining solid waste is transported to the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on present solid waste generation rates. Implementation of the Specific Plan would result in an intensification of land use and increase solid waste generation throughout the Specific Plan area. However, because existing landfill capacity will change over time and during build-out of the Specific Plan, it is unknown whether sufficient capacity will continue to exist at full build-out of the Specific Plan. Therefore, this impact is *potentially significant* and will require analysis in the EIR.

Specific Projects

Each of the specific projects would generate solid waste that would contribute to decreasing existing landfill capacity. This is a *potentially significant* impact and will be further analyzed in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

All future development projects within the City must comply with federal, State, and local regulations pertaining to solid waste in effect at the time of development. Therefore, *no impact* would occur and this issue requires no further analysis in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specific Projects

All development projects within the City must comply with federal, State, and local regulations pertaining to solid waste in effect at the time of development. Therefore, ***no impact*** would occur and this issue requires no further analysis in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 1, 11) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Refer to Section IV., item IV.a., above. This is a ***potentially significant*** impact. The provision of new or retrofitted storm water treatment control BMPs will be addressed in the EIR.

Specific Projects

Refer to Section IV., item IV.a., above. This is a ***potentially significant*** impact. The provision of new or retrofitted storm water treatment control BMPs will be addressed in the EIR.

XIII. AESTHETICS.

Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Scenic vistas are typically categorized as either panoramic views (visual access to a large geographic area) or focal views (visual access to a particular object, scene, setting, or feature of interest). Scenic vistas in the City of Huntington Beach are primarily located along the coast. As the southern Specific Plan area boundary is located approximately ¼ mile from the coast, views would only be available when traveling south along Beach Boulevard within the Residential Parkway district of the Specific Plan and views could be obstructed as a result of future development. This is a ***potentially significant*** impact. No views of the coast currently exist from the northern portion of the corridor. Further analysis of potential impacts on views of the Pacific Ocean from development under the Specific Plan will be analyzed in the EIR.

Specific Projects

Springhill Suites by Marriott

Refer to Specific Plan discussion regarding scenic vistas in the City. As the project site is located approximately 5 miles from the ocean, no views of the coast from the site currently exist. The proposed

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

project is located in a highly urbanized area. The height of the proposed building (five levels) is compatible with the existing buildings that are located in the immediate vicinity and would not obstruct scenic vistas as there are none available. Therefore, development of the project site would not adversely affect the scenic vista. **No impact** would occur, and no further analysis of this issue is required in the EIR.

Murdy Commons

Refer to Specific Plan discussion regarding scenic vistas in the City. As the project site is located approximately 4.7 miles from the ocean, no views of the coast from the site currently exist. The proposed project is located in a highly urbanized area. The height of the proposed building (four to five levels) is compatible with the existing buildings that are located in the immediate vicinity. Therefore, development of the project site would not adversely affect the scenic vista. **No impact** would occur, and no further analysis of this issue is required in the EIR.

Beach Boulevard and Warner Avenue

As the project site is located approximately 4.5 miles from the ocean, no views of the coast from the site currently exist. The proposed project is located in a highly urbanized area. An existing fifteen-story office building currently exists on the project site and would remain. New structures fronting Beach Boulevard would be five stories, similar to existing buildings along the Corridor, and structures fronting Elm Street would be two to three stories, consistent with residential uses to the west of the project site. The height of the proposed structures is compatible with the existing buildings that are located in the immediate vicinity and would not obstruct scenic vistas as there are none available. Therefore, development of the project site would not adversely affect the scenic vista. **No impact** would occur, and no further analysis of this issue is required in the EIR.

Beach Boulevard and Ellis Avenue

Refer to Specific Plan discussion regarding scenic vistas in the City. As the project site is located approximately 3 miles from the ocean, no views of the coast from the site currently exist. The proposed project is located in a highly urbanized area. The height of the proposed building (six stories) is compatible with the existing buildings that are located in the immediate vicinity and would not obstruct scenic vistas as there are none available. Therefore, development of the project site would not adversely affect the scenic vista. **No impact** would occur, and no further analysis of this issue is required in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

The State of California Department of Transportation designates scenic highway corridors. The Specific Plan area is not within a state scenic highway. Additionally, the Specific Plan area is presently developed, and does

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

not contain rock outcroppings or historic buildings. The Specific Plan area does contain trees and minor landscaping that could be removed during redevelopment or during the improvement process. However, these trees and landscaping are ornamental and would be replaced with similar landscaping. As there are no identified scenic resources within the Specific Plan area that could be adversely affected by development under the Specific Plan, ***no impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

Refer to the Specific Plan discussion, above, regarding designated scenic highway corridors, rock outcroppings, and historic buildings. The project site does contain trees that would be removed during construction of the proposed project. However, these trees are ornamental and would be replaced with similar landscaping. No other identified scenic resources exist in the vicinity of the proposed specific project sites that could be adversely impacted by the developments. Therefore, ***no impact*** would occur, and no further analysis of this issue is required in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Implementation of the Specific Plan would result in an increase in allowable height of new development. The height of the structures may result in adverse impacts relating to shade/shadow effects on the surrounding land uses. Additionally, while the Specific Plan is intended to enhance the pedestrian experience by focusing on various design solutions that could improve the existing character and/or quality of the Specific Plan and revitalize the Specific Plan area, ***potentially significant*** impacts with regard to degradation of existing visual character or quality could occur in discrete areas. Therefore, a more detailed analysis will be contained in the EIR.

Specific Projects

The heights, massing, and architectural design of each of the four specific projects could result in degradation of the visual character or quality of the sites and their surroundings. This is a ***potentially significant*** impact. Each of the specific projects will be analyzed in the EIR for compatibility with adjacent uses as well as design quality.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Light and glare impacts could result from the proposed Specific Plan uses. Lighting from the proposed structures, street lights, and park lighting system would be visible from the street and/or light-sensitive

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

receptors within the immediate vicinity of the Specific Plan area. Glare can result from daytime reflection of sunlight off building surfaces. New development could include reflective surfaces (e.g., windows, brightly colored or bare concrete building façade treatments) on large building faces. Glare could also occur from vehicle headlights. The Specific Plan area is currently developed, but the possibility exists for the introduction of new sources of light and glare that could affect day or nighttime views in the area. This is a *potentially significant* impact. The potential impacts of new light and glare sources will be analyzed in the EIR and mitigation measures will be suggested to reduce impacts.

Specific Projects

Refer to Specific Plan discussion above. This is considered a potentially significant impact; the visual impact of glare created by the proposed project will be addressed in the EIR.

XIV. CULTURAL RESOURCES.

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

There are several local landmarks located within the Specific Plan area. Historic resources located within the Specific Plan area would not be directly affected by implementation of the Specific Plan, but future development could have an indirect impact on historic resources that could be *potentially significant*, such as vibration or obstruction of views of the resource. Further analysis of this issue is required in the EIR.

Specific Projects

There are no historical resources located on or adjacent to the proposed project sites that could be adversely affected by the specific developments. Therefore, *no impact* to historical building resources would occur, and no further analysis of this issue is required in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The entire Specific Plan area has been subject to extensive disruption and contains fill materials. Any archaeological resources that may have existed at one time have likely been previously disturbed. Nonetheless, construction activities associated with project implementation could unearth undocumented resources and result in significant impact. A records search will be conducted to investigate the presence of known archeological resources, if any, in the Specific Plan area and Native American Tribes will be notified and given

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

the opportunity to communicate concerns or issues regarding the proposed project. This is considered a ***potentially significant*** impact; a summary of the search results and a more detailed analysis of potential impacts to archaeological resources will be included in the EIR.

Specific Projects

Refer to Specific Plan discussion, above. This is considered a ***potentially significant*** impact; a summary of the search results and a more detailed analysis of potential impacts to archaeological resources will be included in the EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan area has been subject to extensive disruption and contains fill materials. Any paleontological resources that may have existed at one time have likely been previously disturbed. Nonetheless, construction activities associated with project implementation could unearth undocumented resources and result in significant impact. This is a ***potentially significant*** impact. The EIR will contain a paleontological records review to determine the need for paleontological monitoring during individual project construction. A summary of the search results and a more detailed analysis of potential impacts to paleontological resources will be included in the EIR.

Specific Projects

Refer to Specific Plan discussion, above. This is considered a ***potentially significant*** impact; a summary of the search results and a more detailed analysis of potential impacts to paleontological resources will be included in the EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan area and vicinity are characterized by features typical of the urban landscape and include commercial and residential uses. No known traditional sites exist within the Specific Plan area, nor have any resources been identified. Nonetheless, construction activities associated with project implementation would have the potential to unearth undocumented resources and result in significant impact. This is a ***potentially significant*** impact. The EIR will contain a Sacred Lands File review to determine the need for monitoring the presence of human remains during project construction. A summary of the search results and a more detailed analysis of potential impacts to human remains will be included in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

Specific Projects

Refer to Specific Plan discussion, above. This is considered a *potentially significant* impact; a summary of the search results and a more detailed analysis of potential impacts to human remains will be included in the EIR.

XV. RECREATION.

Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Source: 1) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

The Specific Plan would increase population within the City, directly and indirectly, thereby increasing demands upon existing parks. Some of the Specific Plan improvements may include the development of additional park and recreational resources. These improvements would serve to reduce the Specific Plan's associated demand upon the City's existing public park system but could still result in a *potentially significant* impact. The EIR will investigate this issue in more detail and consider options for mitigation measures (e.g., developer impact fees, if appropriate).

Specific Projects

The four specific projects would result in direct or indirect population growth that could increase the use of existing neighborhood, community, and regional parks or other regional facilities. The projects may include recreational amenities that would help mitigate this *potentially significant* impact. This impact will be analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source: 1, 19, 20, 21, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Specific Plan

Development under the Specific Plan may include the construction of recreational facilities as part of the corridor improvements. The construction of these potential recreation facilities would contribute to the environmental impacts from the overall project as identified in this Initial Study. However, construction impacts from any future recreational facilities would be analyzed as part of the overall project analysis included in the EIR in all resource areas. Because this threshold is essentially duplicative of other thresholds of significance that will be analyzed in the EIR, no further specific analysis would be required in the EIR

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

relative to construction impacts from any potential new recreational facilities and there would be ***no impact*** not already analyzed. No expansion of an existing recreational facility is proposed under the Specific Plan.

Specific Projects

Refer to Specific Plan discussion, above. The construction of recreational facilities included in any of the four specific projects would contribute to environmental impacts, but these construction impacts would not be considered separately from the overall construction impacts of the project and would be analyzed in other sections of the EIR. No further discrete analysis is required in the EIR and there would be ***no impact*** not already analyzed in other sections or the EIR.

c) Affect existing recreational opportunities? (Source: 1) ☒ ☐ ☐ ☐

Discussion

Specific Plan

Currently, there are no existing recreational opportunities located within the Specific Plan area. However, there are numerous recreational opportunities, including parks, located east and west of the Specific Plan area that may be impacted as a result of the Specific Plan. These impacts could result from potential interference with existing operation of these facilities by preventing access, for example. This is a ***potentially significant*** impact. The EIR will investigate this issue in more detail.

Specific Projects

See discussion for the Specific Plan, above. This is a ***potentially significant*** impact for each of the proposed specific projects. The EIR will investigate this issue in more detail.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

There is no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland located on with the Specific Plan area, as the Corridor is currently developed. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

Refer to Specific Plan discussion, above. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Specific Plan

No parcel in the Specific Plan area is under a *Williamson Act* contract. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

None of the specific project properties is under a *Williamson Act* contract. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Specific Plan

The entire Specific Plan area is currently developed. No environmental changes associated with the proposed project would result in the conversion of farmland to non-agricultural uses. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

Specific Projects

The entire Specific Plan area is currently developed. No environmental changes associated with the proposed project would result in the conversion of farmland to non-agricultural uses. ***No impact*** would occur, and no further analysis of this issue is required in the EIR.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: All)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As discussed above in section VII. Biological Resources, the Specific Plan area and individual proposed project sites are currently developed with commercial uses with little to no native habitat on site, and suitable habitat for sensitive mammal, reptile, amphibian, or fish species does not exist throughout the Corridor. In addition, no riparian habitat or other sensitive natural community or wetlands exists within the Specific Plan area at this time. However, throughout the build-out period of the Specific Plan, the potential exists for habitat, sensitive natural communities, or wetlands to develop. It is unlikely that any substantial wildlife movement would occur through the Specific Plan area, as the area is bordered by commercial and residential development and streets on all sides, thus preventing wildlife movement. However, there is the potential that migratory birds may utilize existing trees on site for nesting. Implementation of the specific projects considered in this Initial Study would result in the removal of trees from the project site. As a result, the project has the potential to significantly impact migratory bird species. Impacts associated with the removal of the trees on migratory birds will be analyzed further in the EIR

The project sites do not contain any historically aged structures, however there are such sites within in the overall Specific Plan boundary. However, it is possible that archeological or paleontological resources exist on

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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site or that existing historical resources could be adversely affected by the project. A more detailed analysis of potential impacts to such resources will be included in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: All) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Potential project impacts could contribute to cumulative impacts to all resource areas in the EIR. The EIR will discuss the potential for cumulative impacts to all resource areas analyzed in the EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: All) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Potential impacts to human beings could occur through the potential environmental impacts on air quality, hazards, recreation, noise, public services, hydrology and water quality, and transportation/traffic identified in this Initial Study. These impacts and the potential for substantial adverse effects upon human beings will be analyzed in the EIR.

XVIII. EARLIER ANALYSIS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis:

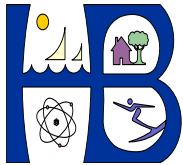
<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
2	City of Huntington Beach Zoning and Subdivision Ordinance	"

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
3	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main St. Huntington Beach
4	FEMA Flood Insurance Rate Map (February 18, 2004)	"
5	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
6	City of Huntington Beach CEQA Procedure Handbook	"
7	Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers	"
8	Airport Land Use Commission for Orange County Planning Areas (July 21, 2005)	"
9	State Seismic Hazard Zones Map	"
10	City of Huntington Beach Municipal Code	"
11	2005 Urban Water Management Plan	"
12	2007 Thomas Bros. Maps—Los Angeles and Orange Counties	"
13	City of Huntington Beach Emergency Management Plan	"
14	Phase I Environmental Assessment Shell Station and Town Country Plaza, 18502 and 18510 to 18552 Beach Boulevard, Huntington Beach, California. SCS Engineers. January 22, 2007.	"
15	Phase II Investigation Report Ellis Cleaners, 18510 Beach Boulevard, Huntington Beach, CA 92648. SCS Engineers. February 5, 2008.	"
16	Phase I Environmental Site Assessment Report Union Pacific Railroad Property, 7441 Edinger Avenue, Huntington Beach California. Pinnacle Environmental Technologies. April 28, 2000	"
17	Phase I Environmental Site Assessment Freeway Industrial Park, 7441 Edinger Avenue, Huntington Beach, California. Pinnacle Environmental Technologies. May 16, 2002	"
18	Beach-Edinger Corridor Specific Plan Project Narrative	See Section 7 (Project Description) of this Initial Study
19	Springhill Suites by Marriott, Site Plan Scheme G. February 20, 2008.	Attachment 1
20	Murdy Commons at Edinger and Gothard, Project Description and Site Plan. May 9, 2008.	Attachment 2

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
21	Warner and Beach Mixed Use Project, Project Assumptions and Site Plans. April 9, 2008.	Attachment 3
22	Beach Boulevard and Ellis Avenue, Mixed-Use Conceptual Site Plan. April 18, 2008.	Attachment 4



CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

NOTICE OF PREPARATION

July 31, 2008

To: Responsible Agencies, Other Interested State and Local Government Agencies, Utilities, and Other Interested Parties

Subject: **Notice of Preparation of a Joint Program/Project Draft Environmental Impact Report for the Beach Boulevard and Edinger Avenue Corridor Specific Plan. Huntington Beach, California.**

Lead Agency:	City of Huntington Beach	Consulting Firm:	PBS&J
Street Address:	2000 Main Street	Street Address:	12301 Wilshire Blvd., Suite 430
City/State/Zip:	Huntington Beach, CA 92648	City/State/Zip:	Los Angeles, CA 90025
Contact:	Rosemary Medel Associate Planner	Contact:	Alison Rondone Senior Project Manager

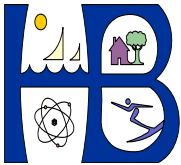
The City of Huntington Beach (City) will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project(s). Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ☒ is, ☐ is not, attached. A copy of the Initial Study is also available for review at the following locations:

City of Huntington Beach Planning Department 2000 Main Street Huntington Beach, CA 92648	Central Library and Cultural Center 7111 Talbert Avenue Huntington Beach, CA 92648	www.surfcity-hb.org * Government * Departments * Planning * Major
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The environmentally related issues to be addressed in the Draft EIR will include, but not be limited to, the following:

Aesthetics/Visual	Hazards/Hazardous Materials	Public Services
Air Quality	Hydrology/Water Quality	Recreation
Cultural Resources	Land Use/Planning	Transportation/Traffic
Biological Resources	Noise	Utilities/Services
Geology and Soils	Population and Housing	Mandatory Findings



CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

The **public review and comment period** for the Notice of Preparation is thirty (30) days commencing July 31, 2008 and ending August 29, 2008.

A **Scoping Meeting** will be held during the comment period from **6 to 9 PM on August 21, 2008** to take comments related to the scope of the environmental issues to be analyzed within the Draft EIR. The Scoping Meeting will be located at the Huntington Beach Central Library, 7111 Talbert Avenue, Rooms C and D.

Please send your response to the City of Huntington Beach, Attention: Rosemary Medel, Associate Planner, at the address shown above. Please also provide the name for a contact person in your agency.

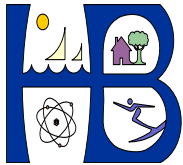
Project Title:

Beach-Edinger Corridor Specific Plan and Joint Program/Project EIR

Project Location:

The proposed Specific Plan area extends along Beach Boulevard from the boundary of the Coastal Zone in the south, specifically the southeast corner of Atlanta Avenue, including the commercial portions of the Seabridge Specific Plan (SP 3) and the Pacifica Community Specific Plan (SP2), and through and including Beach Boulevard's intersection with Edinger Avenue within City boundaries. The Specific Plan area then extends westward along Edinger Avenue to Goldenwest Street which includes the southwest, southeast, and northwest commercial corners at the intersection, in the northern portion of the City of Huntington Beach in western Orange County, California. (Refer to *Figure 1*). The total acreage of the Specific Plan area would be approximately 459 acres. Because future development along the Specific Plan area is envisioned differently along different portions of the corridor, the Specific Plan area has been divided into the following five general areas or segments and their environs as described below. Within the five larger areas are smaller center or district designations that will define uses.

- **Residential Parkway** (*Beach Boulevard, between Adams south to the Specific Plan boundary*): Infill and replacement development would consist primarily of mixed-use development which would include low- and medium-density residential and retail uses
 - **Residential Parkway Neighborhood Center** (*Shopping Center on southeast corner of Beach Boulevard and Atlanta Avenue*): Infill development would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Neighborhood Parkway** (*Beach Boulevard, between Five Points and Adams Avenue*): Infill and replacement development would include residential and retail uses.
 - **Neighborhood Parkway Neighborhood Center** (*The eastside of Beach Boulevard between Adams Avenue and Yorktown Avenue, and the southwest corner of Beach Boulevard and Garfield Avenue*): Infill development within the two designated neighborhood centers would consist



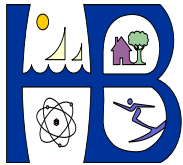
CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.

- **Five Points District** (*All corners of Beach Boulevard and Ellis Avenue/ Main Street (Five Points), extending south of Ellis Avenue to Delaware street and west to Club Lane along both sides of Main Street*): Infill development along this segment would consist of mixed-use development, including residential, office and retail. One of the specific development projects to be analyzed in the EIR is located within this area.
 - **Five Points Core** (*South of Ellis Avenue, east of Delaware Street, north of Main Street and west of Beach Boulevard*): Infill development would consist of mixed-use development, including residential, retail and office uses.
- **Neighborhood Boulevard** (*Beach Boulevard, between Warner Avenue and Five Points*): Development along this segment would allow mixed use, with an emphasis on commercial and medical offices. One of the specific development projects to be analyzed in the EIR is located within this segment.
 - **Neighborhood Center** (*Various locations within the Neighborhood Boulevard segment would be designated for Neighborhood Centers along Beach Boulevard*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.
- **Town Center Boulevard**
 - **Town Center Boulevard on Beach** (*Beach Boulevard between Warner Avenue and Edinger Avenue*): Development along this segment would consist of mixed-use development, including residential and retail uses.
 - **Town Center Boulevard on Edinger** (*Edinger Avenue between Beach Boulevard and the southwest, southeast, and northwest corners of Goldenwest; includes development north of Corridor*): Development along this segment would be similar to the overall vision of the Town Center Boulevard for Beach Boulevard. Bella Terra Mall, which is included in an existing Specific Plan, and Goldenwest College would not be included in the proposed Specific Plan Area. Two specific projects to be analyzed in the EIR are to be developed in this area. New development would consist of commercial uses at ground level, and upper level residential, office or hotel uses. Development, which does not front Edinger, would expand on existing patterns of development. An environ of the Town Center Boulevard on Edinger Avenue would consist of the following:
 - **Town Center Neighborhood** (*Properties west of Union Pacific Railroad right-of-way and east of Gothard Street, extending north to McFadden*): Infill development would consist primarily of residential, with some commercial uses.

The proposed project also includes the following proposed specific developments (refer to *Figure 1*). This EIR will analyze the potential impacts of these four specific projects located within the Specific Plan area boundaries. These developments and their locations are as follows:

- 1) **Springhill Suites by Marriott** is located at 7902 Edinger on the southeast corner of Edinger Avenue and Parkside Lane in the Town Center Boulevard district. The project site is bounded by Edinger Avenue to the north, Parkside Lane to the west, and Aldrich Avenue to the south. To the east of the



CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

project site are several commercial developments bounded to the east by Beach Boulevard. (APN 142-081-06, 142-081-11, and 142-081-10)

- 2) **Murdy Commons** is located at 7441 Edinger Avenue on the northeast corner of Edinger Avenue and Gothard Street in the Town Center Neighborhood area. The project site is bounded by Edinger Avenue to the south, Gothard Street to the west, the proposed The Ripcurl Mixed-Use Development to the north, and the Union Pacific Railroad right-of-way and the proposed The Village at Bella Terra to the east. (APN 142-074-04 and 142-074-05)
- 3) **Beach Boulevard and Warner Avenue** development is located on the southwest corner of Beach Boulevard and Warner Avenue on an L-shaped parcel in the Neighborhood Center of the Town Center Boulevard district. The project site is bounded to the north by Warner Avenue, to the east by Beach Boulevard, to the south by Cypress Avenue and Sycamore Avenue, and to the west by Elm Street and Ash Street. (APN 165-364-19, 165-364-03, 165-364-24 and 165-364-25)
- 4) **Beach Boulevard and Ellis Avenue** development located at 18502 through 18552 Beach Boulevard, on the southeast corner of Beach Boulevard and Ellis Avenue in the Five Points district. The project site is bounded by Beach Boulevard to the west, Ellis Avenue to the north, commercial uses to the south, and multi-family residential uses to the east. (APN 157-471-04 and 157-471-05)

Project Description:

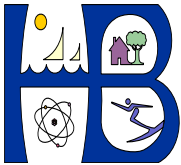
The proposed project consists of a Specific Plan for development of the Beach Boulevard and Edinger Avenue Corridors. Beach Boulevard, designated State Route 39, is a principal arterial street (City of Huntington Beach General Plan) and is the main path of travel through Huntington Beach from Interstate-405 (I-405) to the beach, a distance of approximately six miles. Beach Boulevard continues north of the City, traveling through the cities of Westminster, Stanton, Buena Park, Anaheim, and terminates in La Habra, approximately 20 miles in total.

Beach Boulevard supports numerous commercial, retail, institutional, residential, and other income-generating uses for the City and, in that regard, is a primary economic engine for the City. Some of the key income-generating uses include the Beach Boulevard of Cars, Bella Terra Regional Shopping Mall (which is currently being expanded to include its second phase of development), 5-Points Shopping Center, Wal-Mart, and the Hyatt Regency Resort and Spa.

Edinger Avenue, which intersects Beach Boulevard near the I-405, is a major east-west arterial. It is designated as a major arterial street according to the City's General Plan. The primary land uses along Edinger Avenue include the Bella Terra Regional Shopping Mall, various commercial "strip centers" and Goldenwest Community College.

The proposed Specific Plan area extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street.

Although new development along Beach Boulevard and Edinger Avenue has remained consistent with the City's General Plan and Zoning Code, development in the Specific Plan area has not realized an integrated



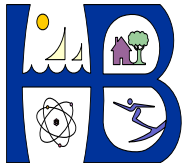
CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

vision. When the City updated its General Plan in 1996, there was discussion regarding mixed uses at key nodes along Beach Boulevard. Although this concept did not materialize, there has been renewed interest in these concepts, as well as enhancing the pedestrian experience by focusing on various design solutions.

The Specific Plan is intended to implement a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. The configuration of new public and private investment along the corridor has been determined by a planning process involving City officials, citizens, stakeholders, and City staff. Specifications to guide land use and development intensity, site layout, building design, site landscaping, and signage will be detailed in the Specific Plan. Land use and development standards will be drafted to replace pre-existing zoning regulations and to assist the community to more effectively attract investment and improve the evolving image and identity of the City in these areas.

The proposed Specific Plan area has been divided into five general areas or segments, as noted, above. The overall vision for the Specific Plan area is to develop primarily residential and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to commercial and retail uses in the middle segment of Beach Boulevard, then to a more dense “town center” adjacent to and at the intersection of Beach Boulevard and Edinger Avenue, and extending along Edinger Avenue. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the Study area, developing a town center concept at the major intersection of Beach Boulevard and Edinger Avenue. The following describe these geographic transition areas:

- **Residential Parkway** (*Beach Boulevard, between Adams south to the Specific Plan boundary*): Infill and replacement development would consist primarily of mixed-use development which would include low- and medium-density residential and retail uses
 - **Residential Parkway Neighborhood Center** (*Shopping Center on southeast corner of Beach Boulevard and Atlanta Avenue*): Infill development would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Neighborhood Parkway** (*Beach Boulevard, between Five Points and Adams Avenue*): Infill and replacement development would include residential and retail uses.
 - **Neighborhood Parkway Neighborhood Center** (*The eastside of Beach Boulevard between Adams Avenue and Yorktown Avenue, and the southwest corner of Beach Boulevard and Garfield Avenue*): Infill development within the two designated neighborhood centers would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Five Points District** (*All corners of Beach Boulevard and Ellis Avenue/ Main Street (Five Points), extending south of Ellis Avenue to Delaware street and west to Club Lane along both sides of Main Street*): Infill development along this segment would consist of mixed-use development, including residential, office and retail. One of the specific development projects to be analyzed in the EIR is located within this area.
 - **Five Points Core** (*South of Ellis Avenue, east of Delaware Street, north of Main Street and west of Beach Boulevard*): Infill development would consist of mixed-use development, including residential, retail and office uses.



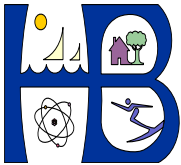
CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

- **Neighborhood Boulevard** (*Beach Boulevard, between Warner Avenue and Five Points*): Development along this segment would allow mixed use, with an emphasis on commercial and medical offices. One of the specific development projects to be analyzed in the EIR is located within this segment.
 - **Neighborhood Center** (*Various locations within the Neighborhood Boulevard segment would be designated for Neighborhood Centers along Beach Boulevard*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.
- **Town Center Boulevard**
 - **Town Center Boulevard on Beach** (*Beach Boulevard between Warner Avenue and Edinger Avenue*): Development along this segment would consist of mixed-use development, including residential and retail uses.
 - **Town Center Boulevard on Edinger** (*Edinger Avenue between Beach Boulevard and the southwest, southeast, and northwest corners of Goldenwest; includes development north of Corridor*): Development along this segment would be similar to the overall vision of the Town Center Boulevard for Beach Boulevard. Bella Terra Mall, which is included in an existing Specific Plan, and Goldenwest College would not be included in the proposed Specific Plan Area. Two specific projects to be analyzed in the EIR are to be developed in this area. New development would consist of commercial uses at ground level, and upper level residential, office or hotel uses. Development, which does not front Edinger, would expand on existing patterns of development. An environ of the Town Center Boulevard on Edinger Avenue would consist of the following:
 - **Town Center Neighborhood** (*Properties west of Union Pacific Railroad right-of-way and east of Gothard Street, extending north to McFadden*): Infill development would consist primarily of residential, with some commercial uses.

In all cases, existing uses would be allowed to remain and expand, regardless of the vision of the Corridor Study.

The proposed land use changes and increase in development intensity would result in a substantial amount of growth focused within each of the above-mentioned areas. Growth within each segment would be consistent with the vision of the Corridor Study. Overall, expected development in the Specific Plan area would result in the addition of up to 6,400 new dwelling units (du), 739,000 square feet (sf) of retail uses, 350 hotel rooms, and 112,000 sf of office uses. Depending on the results of the comprehensive traffic analysis, the potential exists for Ellis to be closed at Main Street, with traffic rerouted to Delaware and then north to Ellis.

Growth in the short term would occur primarily within the Town Center Boulevard area, and considerable new development is in the early planning stages. Two development projects within the Town Center Boulevard area will be analyzed in the EIR. A third project is in the Neighborhood Boulevard area; the fourth development analyzed in the EIR is within the Five Point area of the Specific Plan. The four specific developments proposed are as follows:



CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

1) Springhill Suites by Marriott

The Springhill Suites by Marriott (Springhill Suites) project would consist of a 144-room, 83,485-sf, five-story hotel on a 99,869-sf lot on the southeast corner of Edinger Avenue and Parkside Lane, in the Town Center Boulevard district of the Specific Plan. Recreational facilities would include a pool and exercise room. The project would also include two large meeting rooms, a business library, and a large patio. Landscaping would surround the exterior of the structure and the surrounding parking lot.

The project would include a surface parking lot, which would accommodate 144 parking stalls, four of which would be constructed to *American Disability Act* (ADA) standards. A 7-foot dedication from the existing property line along Edinger and a 5-foot dedication from Parkside and Aldrich would be granted to the City. It is assumed that the dedicated land would be used to widen existing sidewalks surrounding the project site.

Access to the hotel would be available from adjacent streets Parkside and Aldrich; drive-through access would also be available from the adjacent property to the east of the project site located off Edinger. The access driveway from Parkside would be 30 feet wide, access from Aldrich would be 28 feet wide, and drive-through access from the adjacent lot would be 28 feet wide.

2) Murdy Commons

The Murdy Commons project would consist of a mixed-use residential, live-work, and commercial development on a 12.5-acre site on the northeast corner of Edinger Avenue and Gothard Street in the Town Center Neighborhood of the Specific Plan. Six residential and/or mixed-use blocks totaling 1,165,750 sf would surround a 0.75-acre private park (Commons). A network of new private streets and sidewalks from multiple access points along Edinger and Gothard would provide access to the Murdy Commons. The commons would be encircled by a one-way loop road, sidewalks, and landscaping.

The residential component of the Murdy Commons would consist of four to five levels of two- and three-bedroom condominiums and apartments above street-level live-work units (two rooms), retail uses, and surface and subterranean parking. The project would include 2,607 new parking stalls. Each block would feature a podium level that would include private recreation areas. The project proposes 1,268 dwelling units (du), for an overall project density of 101 du per acre.

The commercial component of the Murdy Commons project would consist of up to 60,000 sf of ground floor retail on Block 1 and Block 2 along Edinger and along a portion of Gothard. The commercial uses would provide neighborhood retail and services, with a focus on specialty goods stores, banking, restaurants, and café spaces.

3) Beach Boulevard and Warner Avenue

This proposed project consists of a sustainable mixed-use development in the Neighborhood Boulevard district of the Specific Plan. The project site consists of four parcels of land on the southwest corner of Beach and Warner. Currently the project site is developed with a variety of retail and office uses, including several restaurants, a fitness center, movie theatre, a 15-story office building, six-story parking structure, and an undeveloped parcel on the corner of Cypress and Elm. Six of the existing structures on the project site would remain and the remainder of the project site would be redeveloped.



CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING

The Beach Mixed-Use project (development along Beach) would consist of 15,600 sf of retail uses, 5,000 sf of restaurant uses, and 5,400 sf of common area. Additionally, the residential component of the project would consist of 114 one-bedroom and studio apartments, 62 two-bedroom units, and 19 two-story, two-bedroom townhouses. The proposed project would result in a total of 195 units and 214,406 sf of residential uses. Buildings fronting Beach would not exceed five stories (60–65 feet in height) and buildings fronting Elm would be two to three stories (25–35 feet in height). The Beach Mixed-Use project would result in total development of 240,406 sf of commercial and residential uses and 378 parking spaces.

The Warner Mixed-Use project (development along Warner) would consist of 3,000 sf of retail uses, 1,000 sf of restaurant uses, and 1,600 sf of common area. Additionally, the residential component of the proposed project would consist of 41 one-bedroom and studio apartments and 36 two-bedroom apartments, for a total of 83,444 sf of residential uses. The Warner Mixed-Use project would result in a total development of 89,044 sf of commercial and residential uses and 129 parking spaces.

The development on the corner of Beach and Warner would result in a proposed 11,000-sf retail pad in addition to the existing 13,414 sf of retail, 12,322 sf of restaurants, and 196,000 sf offices (existing structure). This component of the proposed project would consist of 232,736 sf of commercial and office uses and 883 parking spaces.

4) Beach Boulevard and Ellis Avenue

The proposed project would result in a six-story mixed-use development consisting of commercial and residential uses on a 2.6-acre (113,256 sf) parcel in the Five Point area of the Specific Plan. The commercial component, totaling 71,000 sf, would include retail uses at street level, and a two-level health club located on the second and third level. Levels four through six would include approximately 120 residential units and a rooftop deck with a pool and landscaping.

Retail parking would be located in an adjoining three-level parking structure that would include a total of 469 parking stalls, 167 stalls on street level, 113 stalls on level two, and 189 stalls on level three. The subterranean parking structure would contain 120 residential parking spaces. All parking would be accessible from driveways on Beach and Ellis.

Another possible development scenario could result in 40,000 sf of retail uses on the ground floor with 100 surface parking spaces. Additionally, there would be a 7,000 sf restaurant uses and 7,000 sf of medical offices, for a total of 54,000 sf of Commercial uses on the second floor. Under this scenario, the number of residential units would be determined according to the building's parking ratio. In either case, it shall be a six-story mixed-use development.

Date: July 31, 2008

Signature

Title Rosemary Medel, Associate Planner

Telephone (714) 536-5271

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 200
Irvine, CA 92612-8894
Tel: (949) 724-2267
Fax: (949) 724-2592



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Post-It® Fax Note 7671		Date 8/28/08	# of pages 3
To Rosemary Medel	From John Xu		
Co./Dept. City of H.B.	Co. Caltrans D12		
Phone # 714-374-1884	Phone # 949-724-2338		
Fax # 714-374-1540	Fax #		

August 28, 2008

Ms. Rosemary Medel
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

File: IGR/CEQA
SCH #: 2008071143
Log #: 1957C
SR-39, SR-1, I-405

Subject: Beach Boulevard and Edinger Avenue Corridor Specific Plan

Dear Ms. Medel:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a Joint Program/Project Draft Environmental Impact Report (DEIR) for the Beach Boulevard and Edinger Avenue Corridor Specific Plan. The proposed project consists of a Specific Plan for development of the Beach Boulevard and Edinger Avenue Corridors. The overall vision for the Specific Plan area is to develop primarily residential and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to commercial and retail uses in the middle segment of Beach Boulevard, then to a more dense "town center" adjacent to and at the intersection of Beach Blvd. and Edinger Avenue. Along Edinger Avenue, mixed uses would be developed. Four individual project sites would also be analyzed: Spring Suites (7902 Edinger Avenue), Murdy Commons (7441 Edinger Avenue), Beach Boulevard and Warner Avenue, and Beach Boulevard and Ellis Avenue. The Specific Plan area and the four individual project sites are located along the Beach Boulevard and Edinger Avenue Corridors in the City of Huntington Beach.

The California Department of Transportation (Department) is a responsible agency on this project, and has the following comments:

1. The Department supports Specific Plans that foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resources use efficiency, and (e) results in safe and vibrant neighborhood. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users.
2. The Department is the agency responsible for any work directly or indirectly impacting our Right of Way. The forthcoming DEIR should identify that Beach Boulevard (State Route 39, or SR-39), Pacific Coast Highway (State Route 1, or SR-1) and Interstate 405 (I-405) are the Department's Right of Way.

"Caltrans Improves mobility across California"

3. Any project work (e.g. street widening, emergency access improvements, sewer connections, sound walls, stormdrain construction, street connections, lighting and signage, etc.) proposed within or adjacent to the Department's Right of Way, would require coordination with the Department and an encroachment permit. All associated environmental concerns must be adequately addressed per the Department's requirements. If the environmental documentation for the project does not meet the Department's requirements, additional documentation would be required before approval of the encroachment permit. Specific narrative should identify the Department as the responsible agency for SR-39, SR-1, and I-405 and provide an explanation of the specific work and analysis of the impacts, including any and all impacts caused from proposed traffic and/or roadway mitigation measures.
4. Because the proposed project is in close proximity with SR-39, SR-1 and I-405, the DEIR should include any and all potential temporary and permanent impacts to the Department's facilities as well as a discussion on support facilities such as Park and Ride lots, transit connections, and modal connections from the freeway systems in Orange County.
5. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
6. The Department's Traffic Operations Branch requests all applicants to use the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval.
7. Transportation mitigation projects are subject to CEQA. For specific transportation mitigation improvements that will be implemented with the proposed project, appropriate environmental documentation must be provided in the DEIR to specifically analyze the direct and indirect impacts resulting from such improvements. For any future transportation mitigation projects that will not be implemented with the proposed project, a separate environmental document would be required. To ensure adequate analysis, the Department may retain the CEQA lead for any separate highway improvement project, and would at a minimum perform oversight review and approval for separate environmental documentation for any major improvements to the Department's facilities.
8. The City of Huntington Beach should address the subject of surface flows, both storm water and non-storm water, entering the Department's Right of Way. The Department will not accept any additional surface flows into the Department's Right of Way or owned/maintained drainage systems resulting from the implementation of the Specific Plan or proposed individual projects. The DEIR should address and comment on current and expected surface flows, both storm water flows and non-storm water flows, and to what existing or proposed drainage system will be accepting the new expected surface flows. The Department's NPDES Unit will need to review the Draft Environmental Impact Report when it becomes available.

9. The East Garden Grove Wintersburg Channel crosses Beach Boulevard at Heil Avenue and is located within the project boundaries. This channel must be evaluated in the DEIR if any of the project activities within the Department's Right of Way will impact the channel.
10. The majority of impact analyses contained in the NOP under Biological Resources indicated significant impacts or less than significant impacts from the project. The City must submit appropriate biological technical studies to support these determinations in the DEIR as well as during the submittal of the encroachment permit review application.
11. Please incorporate appropriate technical reports and analyses for the areas of Hazardous Waste, Air Quality, and Noise. Relevant Cultural Resource studies should also be included to evaluate impacts within the project area.
12. If the proposed project requires any work within the Department's Right of Way, please submit copies of any technical reports and permits from regulatory agencies (California Department of Fish and Game, US Army Corps of Engineers, and Regional Water Quality Control Board) prior to the submittal of an encroachment permit application.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Zhongping (John) Xu at (949) 724-2338.

Sincerely,



RYAN CHAMBERLAIN

Branch Chief, Local Development/Intergovernmental Review

cc: Terry Roberts, Office of Planning and Research



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

DEVELOPMENT SERVICES DEPARTMENT

City of Huntington Beach

AUG 20 2008

August 19, 2008

City of Huntington Beach
Planning Division
2000 Main Street
Huntington Beach, CA 92648
Attention: Rosemary Medel

Subject: Notice of Preparation for Draft EIR – Beach and Edinger Specific Plan

Dear Ms. Medel:

Thank you for the opportunity to provide comments on the Notice of Preparation of the Draft Environmental Impact Report related to Beach and Edinger Specific Plan and four development projects within the specific plan. Please consider the following comments in the preparation of the environmental document:

Traffic Impacts:

- The City suggests that the traffic analysis include all Costa Mesa intersections where the proposed specific plan and four noted development projects would potentially increase the peak hour traffic by 50 trips. Additionally, we suggest that short-term construction-related traffic impacts to Costa Mesa arterials be identified in the EIR.

Recreation:

- The proposed project includes major residential development, in excess of 100 dwelling units per acre in some cases. The City suggests that the environmental analysis identify the recreational demand for regional parks (i.e., Fairview Park and Talbert Park in Costa Mesa) and how these recreational demands would be mitigated.

Thank you for considering the City's comments. We look forward to receiving a copy of the Draft EIR.

Sincerely,

Minoo Ashabi, AIA
Senior Planner

cc: Kimberly Brandt, Asst. Dev. Services Director
Raja Sethuraman, Transportation Manager



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
9211 Oakdale Avenue
Chatsworth, CA 91311



Arnold Schwarzenegger
Governor

City of Huntington Beach

September 3, 2008

SEP - 5 2008

Ms. Rosemary Medel
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

NOTICE OF PREPARATION FOR THE BEACH-EDINGER CORRIDOR SPECIFIC PLAN AND JOINT PROGRAM/PROJECT EIR DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2008071143

Dear Ms. Medel:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The Environmental Checklist Form of the NOP states that Specific Projects (Sites) included in the Specific Plan are included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a potentially significant hazard to the public or the environment. DTSC recommends an environmental investigation be performed to evaluate whether conditions at the Sites pose a threat to human health or the environment.
2. All environmental investigation and/or remediation should be conducted under a Work Plan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Sites prior to project implementation.
3. If during implementation of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Ms. Rosemary Medel
September 3, 2008
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6550.

Sincerely,


Alberto T. Valmadiano
Project Manager
Brownfields and Environmental Restoration Program – Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Office of Environmental Planning and Analysis
CEQA Tracking Center
Department of Toxic Substances Control
1001 "1" Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



City of Huntington Beach

August 25, 2008

AUG 28 2008

Rosemary Medel
City of Huntington Beach
2000 Main Street
Huntington Beach, Ca 92648

RE: SCH#2008071143 Beach-Edinger Corridor Specific plan and Joint Program/Project EIR: Orange County.

Dear Ms. Medel:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,


Katy Sanchez
Program Analyst

CC: State Clearinghouse

Native American Contacts

Orange County
August 25, 2008

Samuel H. Dunlap
P.O. Box 1391
Temecula , CA 92593
samdunlap@earthlink.net
(909) 262-9351 (Cell)

Gabrielino
Cahuilla
Luiseno

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
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Ti'At Society
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Gabrielino

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Beaumont , CA 92223
(951) 897-2536
(951) 768-845-3606 - FAX

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
PO Box 590t809 Gabrielino Tongva
San Francisco , CA 94159
Pluto05@hotmail.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2008071143 Beach-Edinger Corridor Specific Plan and Joint Program/Project EIR; Orange County.



Bryan Speegle, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300
Fax: (714) 834-5188

NCL 08-063

August 28, 2008

Ms. Rose Mary Medel, Associate Planner
City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Beach and Edinger Specific Plan SP 14

Dear Ms. Medel :

The above mentioned item is an Environmental Assessment for the Beach and Edinger Specific Plan SP 14 located in the City of Huntington Beach.

The County of Orange has reviewed the Environmental Assessment and has no comments at this time. However, we would like to be advised of any further developments.

If you have any questions, please contact Mary Ann Jones at (714)834-5387.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald L. Tippetts".

Ronald L. Tippetts, Chief
Current and Environmental Planning

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



August 21, 2008

Rosemary Medel
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 91731

Dear Ms. Medel:

Re: SCH# 2008071143; Beach-Edinger Corridor Specific Plan and Joint Program/Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-NOP* from the State Clearinghouse. The proposed development at Beach Boulevard and Edinger Avenue (lat= 33.730138, long=-117.989387) may increase traffic volumes not only on streets and at intersections, but also the Edinger Avenue (DOT# 748040S) crossing. This includes considering pedestrian circulation patterns/destinations with respect to the Union Pacific Railroad Company's right-of-way which borders the eastern portion of the project.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

The City should schedule a meeting with RCES, and UPRR to discuss mitigation measures and safety improvements to the Edinger crossing.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rosa Muñoz', written over the word 'Sincerely,'.

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Dan Miller, UPRR

Southern California Commuters Forum

August 28th 2008

Rosemary Medel, associate planner
City of Huntington Beach
California 92648

Ref: Environmental Assessment 2008-008 Beach Edinger Corridor Specific Plan

Dear Ms Medel

The Southern California Commuters Forum (SCCF) is a local organization made up of citizens concerned with transportation and congestion. The SCCF has reviewed the reference document and submits the following comments.

1) Recent EIR traffic analyses of streets traffic only included intersection analysis. The SCCF notes that there is a proliferation of traffic lights within the project some less than 1/6 of a mile apart. This density of controlled intersections can have a severe impact on the performance of the streets as a whole. The Highway Capacity Manual notes that, "arterial LOS D will probably be observed even before substantial intersection problems." The SCCF requests that the EIR evaluate street/ arterial composite performance.

2) The SCCF commends the detailed and elegant traffic analysis conducted by the contractor in recent EIRs. But even the most elaborate analysis is dependent on a set of critical assumptions. Often these assumptions are overly optimistic, skewing results. Examples are the average occupants per unit, the number of trips per occupant, the percent of auto trips offset by walking, biking and transit, the number of combined trips and the distribution of trips among the local streets. The SCCF notes, for example, the Ripcurl analysis estimates that only 3 percent of the project traffic will utilize Edinger Ave and that only about 0.5 percent will cross the Beach/Edinger intersection. These values appear implausibly low. The problem with the analysis is the use of nominal instead of conservative assumptions. Given that historically, traffic analysis has underestimated traffic conditions, the SCCF requests that the EIR Traffic section be done with conservative and or worst case assumptions.

3) Recent EIRs fail to account for existing traffic. For example, in the Ripcurl EIR, the traffic associated with the present 30,000 sq ft of commercial was replaced by the traffic from the reduced 10,000 sq ft commercial. But the truth is that the existing traffic results from trips generated in the vicinity by residents and employment that will persist and that that traffic will still persist, albeit to other locations mostly in the general vicinity. The SCCF requests that the traffic analysis account for this persistent relocated traffic.

4) The SCCF is concerned with all street design features that either enhance or detract from the smooth flow of traffic. We are particularly concerned with any designs that reduce lane performance such as dedicated bus lanes and so called traffic calming measures. During the public meetings the contractors indicated that all access driveways

would be put on side streets and that bus stops would be offset in cutouts. No mention of these useful measures were indicated in the reference document. The SCCF requests that special attention be given these factors.

5) The Specific Plan calls for up to 6400 housing units and 350 hotel units on the 459 acres comprising the Plan. This amounts to an average of about 14 units per acre. Yet the Plan includes several projects over 100 units per acre. If future zoning variances allowed the same density, then the total housing could amount to over 40,000 units and over 100,000 additional residents. The SCCF has little faith that the Plan limit of 6400 units will be maintained. The SCCF requests that the EIR consider the impact of up to 40,000 housing units.

Thank You

David Mootchnik, Director
SCCF
7202 Stonewood Dr,
Huntington Beach, Ca 92647

FAX

To: Rosemary Medel
City of HB

Fax: 714.374.1540

From: Geographic Research Associates
PO Box 1171
Huntington Beach, CA 92647
714.475.8095 phone

Fax: 714.842.3278
Phone: 714.475.8095

Date: August 28, 2008

RE: Comments for Beach/Edinger Corridor Draft EIR

No. of pages: 3

Attached are comments as promised.

If you have any questions do not hesitate to contact me.

Sincerely,

Robert Franklin

**GEOGRAPHIC RESEARCH ASSOCIATES
PO BOX 1171
HUNTINGTON BEACH, CA 92647
714 475.8095**

August 28, 2008

VIA FAX AND MAIL

Ms. Rosemary Medel
Associate Planner
Planning Department
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

RE: Comments Regarding the Notice of Preparation/Initial Study for the
Beach/Edinger Corridor Draft Joint Program/Project EIR

Dear Ms. Medel:

Thank you for the opportunity to review and comment on the Beach/Edinger Corridor Draft Joint Program/Project EIR. I am a long time resident of Huntington Beach, since 1968, and I have reviewed a number of projects as a city planner over the past 25 years. The following comments are based on a thorough review of the document and information gained from the Scoping Meeting held on August 21, 2008. I support the City of Huntington Beach in this innovative approach to land use planning within two very prominent corridors. The Notice of Preparation/Initial Study (NOP/IS) for the Draft EIR refers to a future Specific Plan that will implement mixed-use development. I look forward to reviewing the Draft Specific Plan and associated projects.

I have given the proposed document much thought and I am concerned with the designation of future commercial land uses being limited to neighborhood serving retail and with the designation of low- to medium-density residential uses for the Residential Parkway planning area. I believe the close proximity to the coastal zone warrants a designation of visitor-serving commercial with neighborhood serving retail. I also feel the analysis in the Draft EIR should not be based on low- and medium density residential density but rather evaluate residential densities based on existing and future infrastructure. To achieve consistency within the project area, I believe the low-and medium-density residential designation for the Residential Parkway planning area should be deleted. Consistent with the balance of the planning areas, the Residential Parkway planning area should be analyzed without a specific residential density or floor area ratios for commercial land use.

Beach/Edinger Corridor Draft EIR
August 28, 2008
Page 2

With regard to development intensities in the proposed Specific Plan, staff responded to questions regarding residential densities and commercial floor area ratios at the August 21, 2008 Scoping Meeting. Staff's response indicated the Draft EIR and the proposed Specific Plan will be a "form-based" code without density or floor area ratio maximums. Potential environmental impacts for the Residential Parkway planning area should be analyzed on the "form-based" approach consistent with other areas in the project area. Since specific intensities of development have not been designated for all properties, I feel the environmental analysis in the Draft EIR should consider various development intensities.

In addition to my concerns regarding proposed development intensities, I would appreciate further clarification of the following references in the NOP/IS:

- Please define "sustainable mixed-use".
- Will additional traffic generated by the proposed Specific Plan exceed acceptable levels of service for arterial streets and highways located within the project area and in the vicinity of the project area?
- Provide additional information regarding the reference to closing Ellis Avenue at Main Street.
- What is the status of the frontage road located on the west side of Beach Boulevard south of Atlanta Avenue?
- Please explain the statement "existing uses would be allowed to remain and expand, regardless of the vision of the Corridor Sturdy". Does this apply to non-conforming uses or structures?

I look forward to your response to these comments and to the public hearing process. Should you have any questions regarding the concerns pertaining to development intensities or general comments, do not hesitate to contact me at (714) 475-8095.

Sincerely,



Robert Franklin
Geographic Research Associates

AUG 12 2008

August 12, 2008

Ms. Rosemary Medel
Senior Planner
Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

Dear Ms. Medel:

My wife and I are writing to request that a vacant lot we own on Williams Ave. be included in the currently planned rezoning of much of the Beach Blvd. Corridor. Our lot on Williams Ave. is adjacent to three lots that we own that front along Beach Blvd.

The lot address is 700 Williams Ave. TR 837, Blk C Por Blk, Parcel No. 025-180-15.

Our future plans include a consolidation of all four properties and the construction of A mixed use project with commercial frontage and apartments over and behind.

Please include the 700 Williams lot in the current specific plan now being proposed.

Sincerely,

 
James A Lane Victoria J. Lane

637 Frankfort Ave.
Huntington Beach, CA 92648
714-536-0449

Bijan Sassounian

**REAL ESTATE DEVELOPMENT
INVESTMENT • MANAGEMENT**

August 18, 2008

City of Huntington Beach

Ms. Rosemary Medel, Associate Planner
Planning Department
2000 Main Street
Huntington Beach, CA 92648

SEP 3 2008

Subject: Beach & Edinger Corridor Specific Plan Notice of Preparation

Dear Rosemary:

Thank you for the opportunity to review the above-referenced Notice of Preparation (NOP). I am one of the owners of the Beach Promenade Shopping Center located at the southeast corner of Beach Boulevard and Atlanta Avenue and referred to in the NOP as "Residential Parkway Neighborhood Center." I am pleased that the City has recognized the opportunity for replacement development at this key location and has initiated the Specific Plan process to create a vision and process for implementation of this redevelopment.

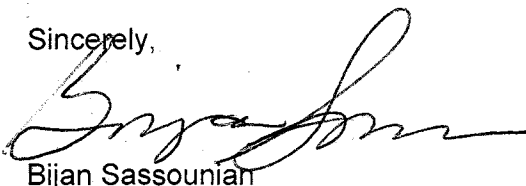
This property is currently designated and zoned for general commercial uses; however, due to its important location near the coastal gateway to the Beach Boulevard Corridor, I agree that additional land uses should be considered for this site, including retail, residential, office, hotel and mixed-use development, as proposed in the draft Specific Plan project description.

Although no intensities of development have been designated for this site in the NOP, I am requesting that the draft Specific Plan and accompanying environmental documentation consider the following development intensities for this property:

Retail / Office	100,000 square feet
Residential	400 units
Hotel	120 rooms

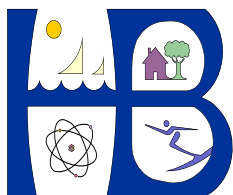
I believe these land uses and intensities are appropriate for the 9.4-acre consolidated site. I am very anxious to continue to work with the City to achieve a successful development at this location that will provide long-term financial benefits for the residents of Huntington Beach.

Sincerely,



Bijan Sassounian

cc: Paul Emery
Stanley Smalewitz



CITY OF HUNTINGTON BEACH

Inter Office Communication

Planning Department

TO: TJ Nathan, PBS& J

FROM: Rosemary Medel, Associate Planner

DATE: August 22, 2008

SUBJECT: Beach & Edinger Specific Plan EIR Scoping Meeting Comments

Public Comments: Margret Stern-City of Westminster asked if the City is considering the traffic impact of the specific plan to adjacent cities and if there were specific projects proposed near her home

Tom Livengood - asked if the routes will be analyzed as potential spill-over effects to Westminster.

Jerry Koffman- Inquired if the EIR would consider the impacts of all three projects (The Ripcurl, the Village at Bella Terra and the Specific Plan). He further asked if Cal Trans would be reviewing the EIR as well.

Bob Smith: Stated that with regard to the cumulative impacts, the City should think of alternative methods of transportation and consider them in the cumulative analysis. He asked if the City would evaluate the project in the context of SCAG's Compass Program.

John Singer- He indicated that parking needs to be addressed, and stated that it is projected that Orange County will see a population growth of over 40 million people within the next 40-50 years. He expressed his concern for this type of growth impact on the City of Huntington Beach.

Devin Dwyer- Asked if the EIR provides a Fiscal Analysis for consideration of the fiscal impacts to existing businesses as a result of proposed land use changes, specifically the impacts to auto dealerships.

Les Middleman – Expressed his concern of the cumulative impact of The Ripcurl, the Village at Bella Terra and Beach & Edinger Specific Plan on traffic. He expressed his concern over the potential of 1,691 units within The Ripcurl and The Village at Bella Terra with regards to the population increase in a small area and the impacts of these developments on adjacent single family residents. He proceeded with a list of issues that the City must consider: impacts on Police and Fire Services, health and hygiene impacts, on and off-site circulation, narrow streets will not be able to service this area, SCE transmission towers adjacent to The Ripcurl of concern should they topple during an earthquake, security of children playing near the railroad tracks. People will need open space, walking trails, libraries, parks and other amenities. Has the City examined the success of Old World considering if Mix-Use is a good option for this area? Is

there the chance that these developments will become “urban rot.” The projects will eventually become low income housing. Will Bella Terra dry-up because of over-commercialization? The human element should be considered.

Robert Franklyn - Is there a density or FAR cap? Will development be a first-in process? Will the EIR address the justification to the proposed reduced parking standards?

Diana Koffman – Has the City analyzed the vacancy of the existing hotel on Center Avenue to determine if the City needs another hotel?

Terry Turner – The existing Transit Center is an opportunity to expand transit options. Five Points needs more interaction to bring more people to Five Points and commercial centers at the intersection of Beach/Main/Ellis. A bridge needs to be considered to connect these developments. He stated that the City should not lose the car dealerships in the effort. He stated that he did not want Beach Blvd.to become like Wilshire Blvd.

Margret Stern - Who will be eligible for the City’s affordable housing programs, what is the process for prospective tenants?

John Stern - They want to be included in future mailings.

Bob Smith – Are there models that he can use to simulate the proposed development and analyze impacts.

